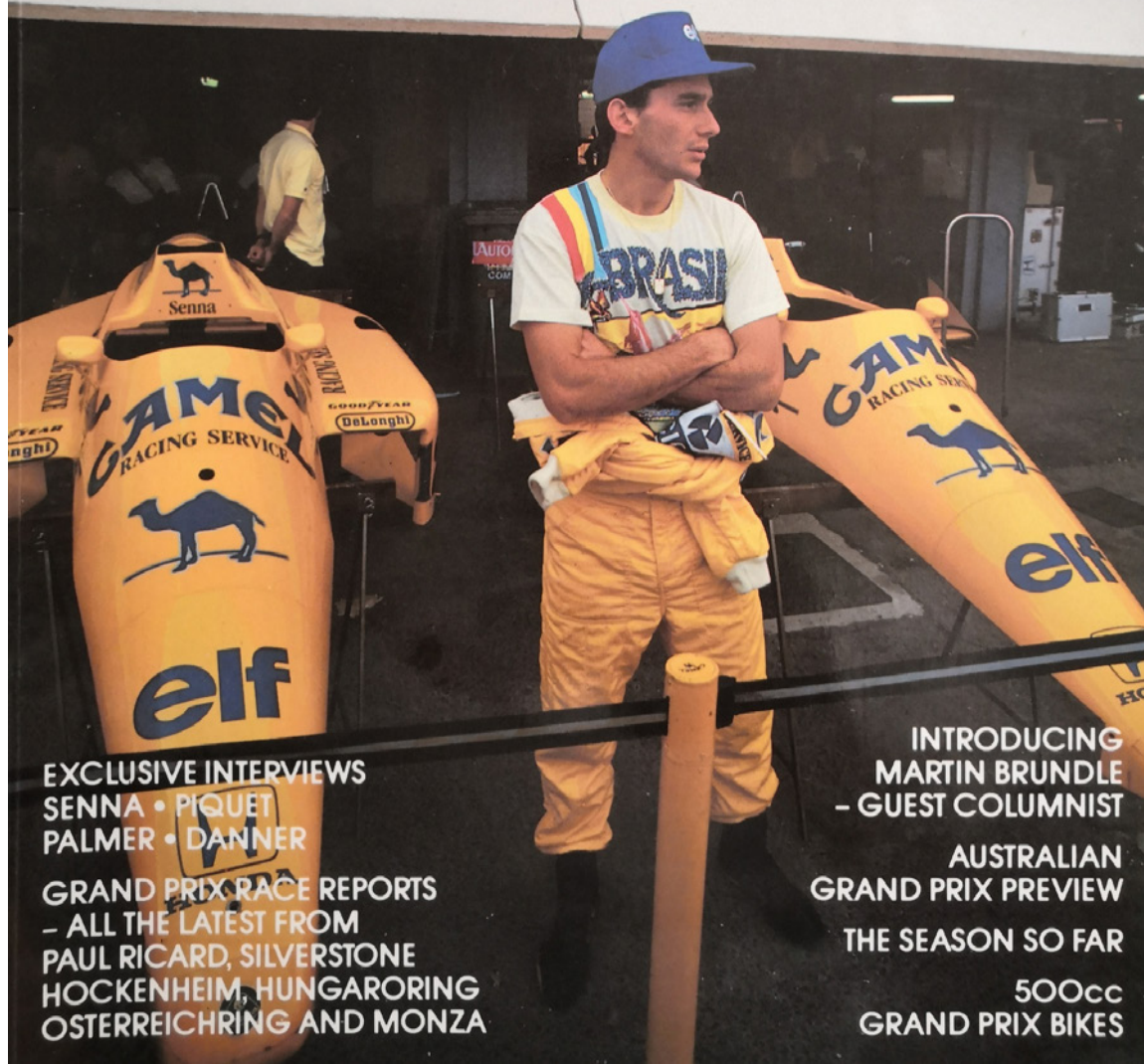


PRIX EDITIONS

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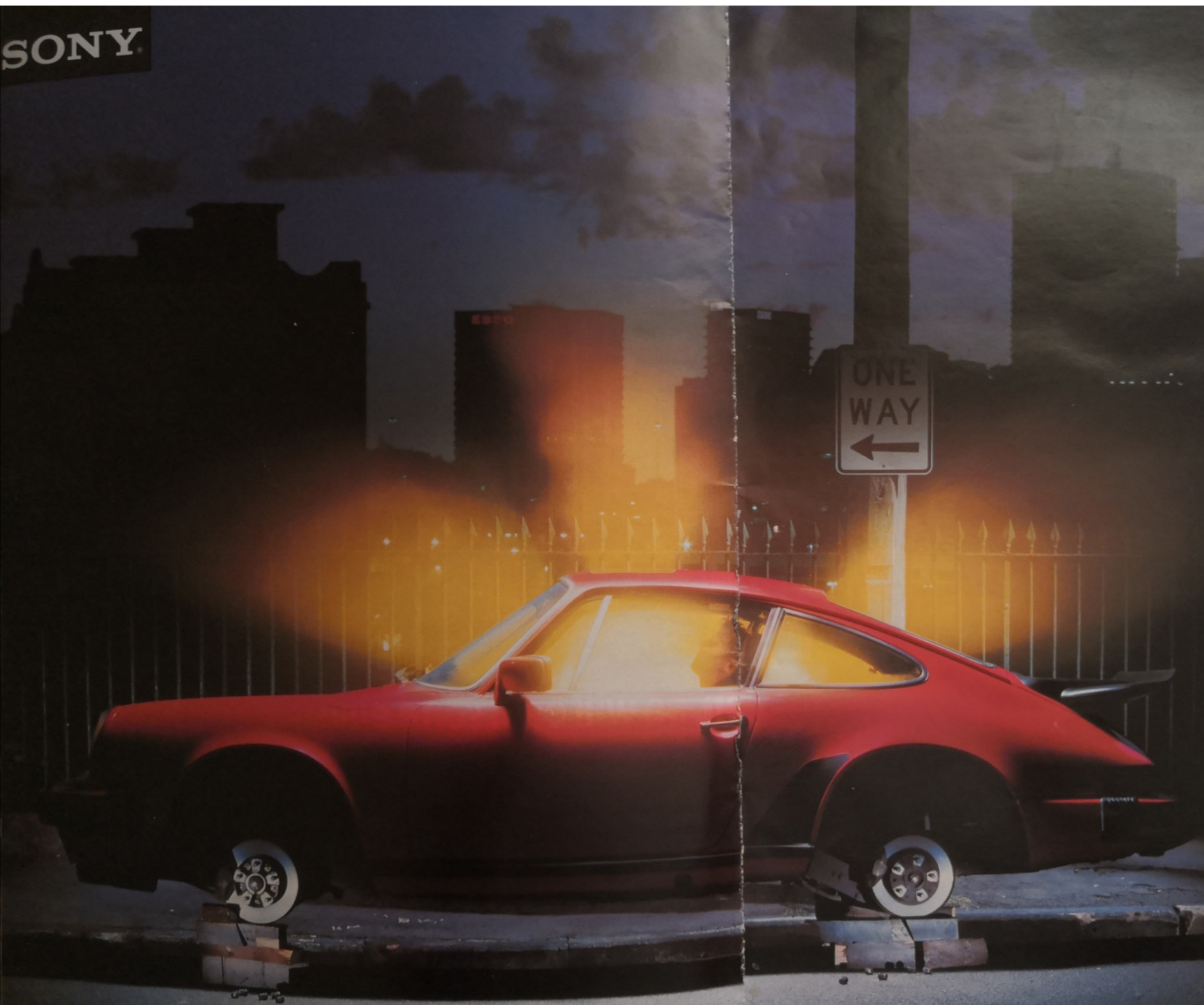
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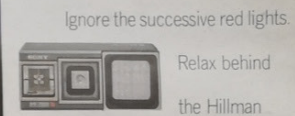
SONY



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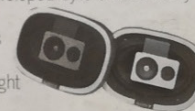
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Publishing an International Formula One Magazine in Adelaide, South Australia, was never going to be easy. At any given time, parts of the magazine could be in Sydney, Perth, Singapore or London – the process of combining an international magazine is complex indeed.

However, PRIX EDITIONS has proved to be an instant success with Formula One fans throughout the world.

We hope you enjoy our second edition. We have strived to bring you the very best in exclusive interviews and all the latest in F1 news. And when you next attend a Grand Prix, we hope you know a little more about the excitement, drama and life behind the scenes.

PETER A. MURRAY
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SALLYANNE BOND
PUBLISHER

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Front Cover
Camel-Lotus driver Ayrton Senna watches pre-race celebrations at the French Grand Prix. Pic: Dave Kennard.

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Prix NEWS

By Jeff Hutchinson

McLaren go Honda - Williams go

It started as a rumour around the paddock in Hungary and has now been confirmed, that the McLaren team will be running Honda engines next year and the Williams' team, who have worked with Honda since the beginning of their turbo engine, have been cast aside for McLaren, despite the fact that Frank Williams still has another year of his contract to run with the Japanese firm.

Lotus will continue to have the Honda engine next season, but when their contract expires at the end of 1988, McLaren will enjoy Honda exclusively, as they have done with Porsche for the past four years.

With Williams having scored a total of six wins and virtually double the points of their nearest rival in the Constructors' World Championship standings out of the ten races held up to now, it does not seem a very logical move - by western logic, anyway.

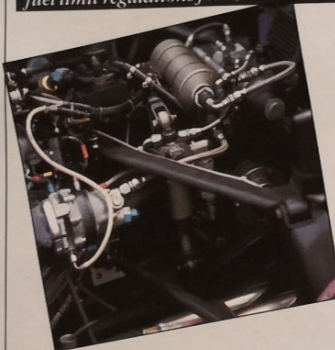
Apparently, the Japanese are not very happy that they did not clinch the driver's title last year and feel that it is due to lack of team direction, following Frank Williams' accident which has left him paralysed since the beginning of last year.

They felt Piquet should have won the title and blame the team for letting Mansell take so many points away from him throughout the season.

Piquet is much better known in Japan than Mansell and it's Piquet whom Honda wish to promote. They do not seem to take into account that Mansell has been blowing the doors off Piquet all this year and most of last year!

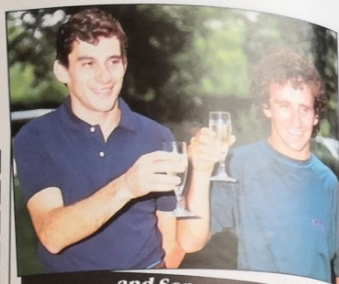
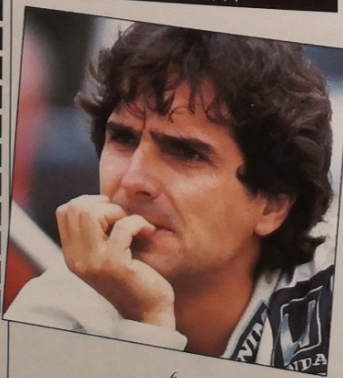
Without the Honda turbo engine next year, it looks as though Frank Williams will be using the John Judd

developed Honda F3000 engine modified to 3.5 litres. Rumour has it that Honda's own V10 normally-aspirated engine has proved disappointing on the test bed and will not be replacing their turbo engine next year, as was distinctly possible with the new 2.5 bar boost/150 litre fuel limit regulations for 1988.



Piquet to Lotus

The other reason Honda have taken their engines away from Williams is that Piquet has quit the team and his embarrassingly fast team-mate, Mansell, to drive for Lotus-Honda in place of Ayrton Senna. Honda get to keep Piquet, who at the same time, has written himself a better contract with Camel than he could have ever expected from Williams, and to top it all has taken it at the expense of his arch rival Senna...



... and Senna to McLaren
Piquet's surprise signing with Lotus after Peter Warr got fed up waiting for Senna to re-negotiate his contract with the team for another year, also had the effect of messing up Senna's negotiations to join the McLaren team. With his bargaining power considerably reduced, it has taken Senna, Marlboro and McLaren a month to agree terms. Finally, as everyone expected, Senna is Prost's new team-mate for 1988 and it will be very interesting to see just how fast Senna is, against the man that most people consider to be the best at the moment.



Porsche pull out

With the news that McLaren are going Honda next year, Porsche were quick to put out their own statement to say that they will be withdrawing from Formula One at the end of this year, which means that even if Tag's Mansour Ojjeh had wanted to market the engine which he owns the rights to, he would not be able to. Porsche will instead concentrate on their Indy car efforts next year.

Patrese to get Williams spot?

Riccardo Patrese is facing the prospect of no seat in 1988 if Bernie Ecclestone finds a buyer for his Brabham team, which in turn will not have an engine contract at the end of this season when his current contract with BMW expires.

Ecclestone would like to see the talented Patrese get into Piquet's empty seat at Williams, and that could well be the case after Williams gave the Italian a run at the Imola circuit during general testing just before Monza and Patrese set the second quickest time of the week. It was well under the old lap record and only a tenth slower than Gerhard Berger who set the quickest time for Ferrari.

Nelson Piquet was almost two seconds off Patrese's pace in the second Williams-Honda, but was running race testing and the Williams' active suspension system which has yet to be raced.



STOP PRESS!

It was confirmed at the Spanish Grand Prix that Patrese would be the Number Two driver for Williams

Johansson - looking around

Senna's move to McLaren puts the unfortunate Swede, Stefan Johansson, out on the street from a top spot again, after losing his place with Ferrari last season.

He doesn't rate that kind of treatment and everyone would like

to see him get the Williams' drive if Patrese doesn't. Another good chance for Johansson could well be the Benetton-Ford team. Johansson gets on well with the team and although Thierry Boutsen will be staying on, it seems that Teo Fabi might be tempted to go back and race in the USA next year.



Didier Pironi killed in powerboat crash

Former Tyrrell, Ligier and Ferrari driver, the 35-year-old Frenchman, Didier Pironi, was killed recently during a World Championship offshore power-boat race near the Isle-of-Wight in England.

His death marked the end of a tragic sporting career for the talented Didier, who was poised to clinch the 1982 World Driving Championship when a serious crash during a wet practice session for the German GP at Hockenheim ended his Formula One career.

After cart-wheeling his Ferrari over Alain Prost's slowing Renault, which he didn't see in the misty conditions, Pironi was lucky to keep his left foot with the injuries sustained that took him endless operations and almost two years to walk again.

Always interested in power-boats, he began competing seriously three years ago and this year was a front

runner, with a boat of his own design powered by two mighty 750hp Lamborghini engines.

He won his first race in Norway two weeks before the accident and was leading the Isle-of-Wight event when he crashed at around 100 mph.

Apparently, his racer was unbalanced by the wave of a passing oil tanker which caused the power-boat to flip, killing Pironi and his crew instantly.

With Pironi was throttle-man Claude Guenard, former F3 racer and long-time friend of Jean Pierre Jabouille who was race chief mechanic at the start of the Renault F1 team and then an engineer with Ligier before joining Pironi in his Leader Boats operation based in St Tropez.

The third member of the crew was the navigator and well-known French TV commentator Bernard Giroux, who twice navigated in the winning car of the Paris-Dakar rally, once with Rene Metge and last year with Ari Vatanen in the works Peugeot.



Prix NEWS



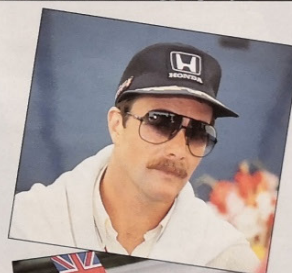
THE AUSTRIAN PRESS must have been stationed along the autobahns checking on F1 drivers' performances off the race circuit. Christian Danner got a blast for rolling his BMW in a ditch on the way home from Hockenheim, but Nigel Mansell earned Brownie points for his safe driving in the rain between Innsbruck and Graz. His family were in the car and it was noted he drove at a steady 80k "vorbildlich" – setting a good example. Drivers flashed past at 120, blinking their lights furiously, but Nigel was apparently undeterred. Imagine looking in your mirrors and recognising the Mansell mo behind you!

The Minardi Motorbome might not have the flash surroundings of some of the bigger budget teams but it was THE place to eat lunch every day, if only you were lucky enough to be invited. Chief reason was Quinto, the Minardi cook, who produced absolutely deliziosa Italian meals using little more than a doubleburner gas cooker, in a sort of leanto at the back of the motorbome. From these cramped conditions came enormous steaming pots of pasta and always a full hot second course of meat and vegetables, followed by fresh fruit and cheese. Numerous bottles of Italian wine and fresh bread on the plastic tables, of course, and – thanks to a new Minardi sponsor, Mokadaro – the best espresso this side of Milan. (Clever to sign up a sponsor you can actually drink – almost better than Mobil!) Famous faces who wandered in to eat and chat included Ayrton Senna, Riccardo Patrese, Gerard Ducarouge, Marc Surer, Andrea de Cesaris, Italian film star Renato Pozzetto, and various Ferrari personnel.



Marco Piccinini confirmed that the experimental wing that had flown off Gerhard Berger's Ferrari at Hockenheim and "disappeared" had still not been returned, despite the offer of a replacement wing and free GP tickets. "We think it has long since been broken up and souvenired", he said. We'll keep an eye on the Ferrari souvenir stalls, Marco – like pieces of the True Cross, they'll surface in time.

The Brabham Supporters' Club put out a little magazine called "Cobra", and one doing the rounds at Hungary was a spoof of the AIDS information pamphlet the British Government put in every letterbox in the country. Headed "Mansell: Don't Die of Overkill", it parodied the "Don't Die of Ignorance" campaign, informing readers how the dreaded virus is spread ("BBC broadcasts, the British tabloids") and how to avoid it ("stay away from post-race interviews", "always use earplugs unless you are completely sure of your partner"). One of the first signs of infection, it warns, is if your partner suddenly starts talking mournfully about why the car isn't working properly!



Journalists almost collapse under the weight of all the press releases showered on them at GPs – most are useful but some we could live without. In Austria, Minardi issued a press statement saying, in effect, that they had nothing to announce at this stage but when they did, they would, and Benetton told us that Teo Fabi had spent the morning in the pits "because it seemed the best place to be". Quite.

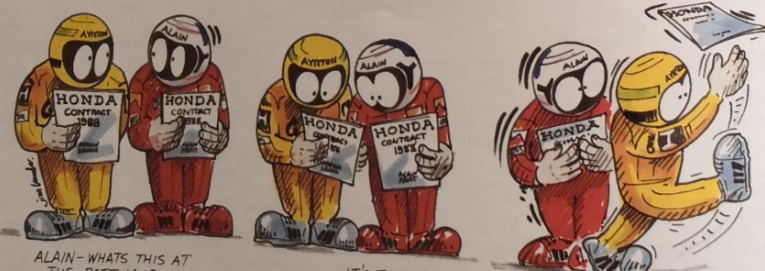
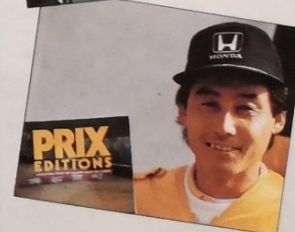
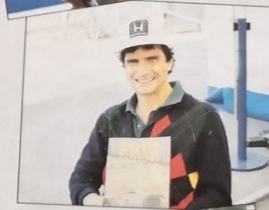


"Who is this man and why is he always following me?"

The British newspaper "The Star" sent their star investigative reporter, Frank Curran, to both GPs to get the good oil on Nigel – or the bad, as that's more their style. Frank is a charming man who wouldn't know a Minardi from a McLaren and is even less interested, but the paper's motoring correspondent, Mike Doodson, gave him a crash-course in driver recognition before leaving home. Not a lot stuck, but one name did. As he walked into the Press Accreditation Room of Budapest's Inter-Continental Hotel, a local press reporter zoomed in, sensing an expert, and asked him breathlessly who would win the Hungarian GP. "Alex Caffi", replied Frank promptly, giving the only name that came immediately to mind. The reporter thanked him and rushed off, presumably to write up Alex Caffi as his paper's hot tip for the race.

Nigel's private life proved a big disappointment to "The Star", but Frank found plenty of material in other camps and "Pick-up Piquet", as Frank christened him, was a rich source. Frank followed his stunning blonde girlfriend around so much she finally confronted him. "Why you always follow me?" she demanded. "Because you are so good-looking", smiled Frank sweetly.

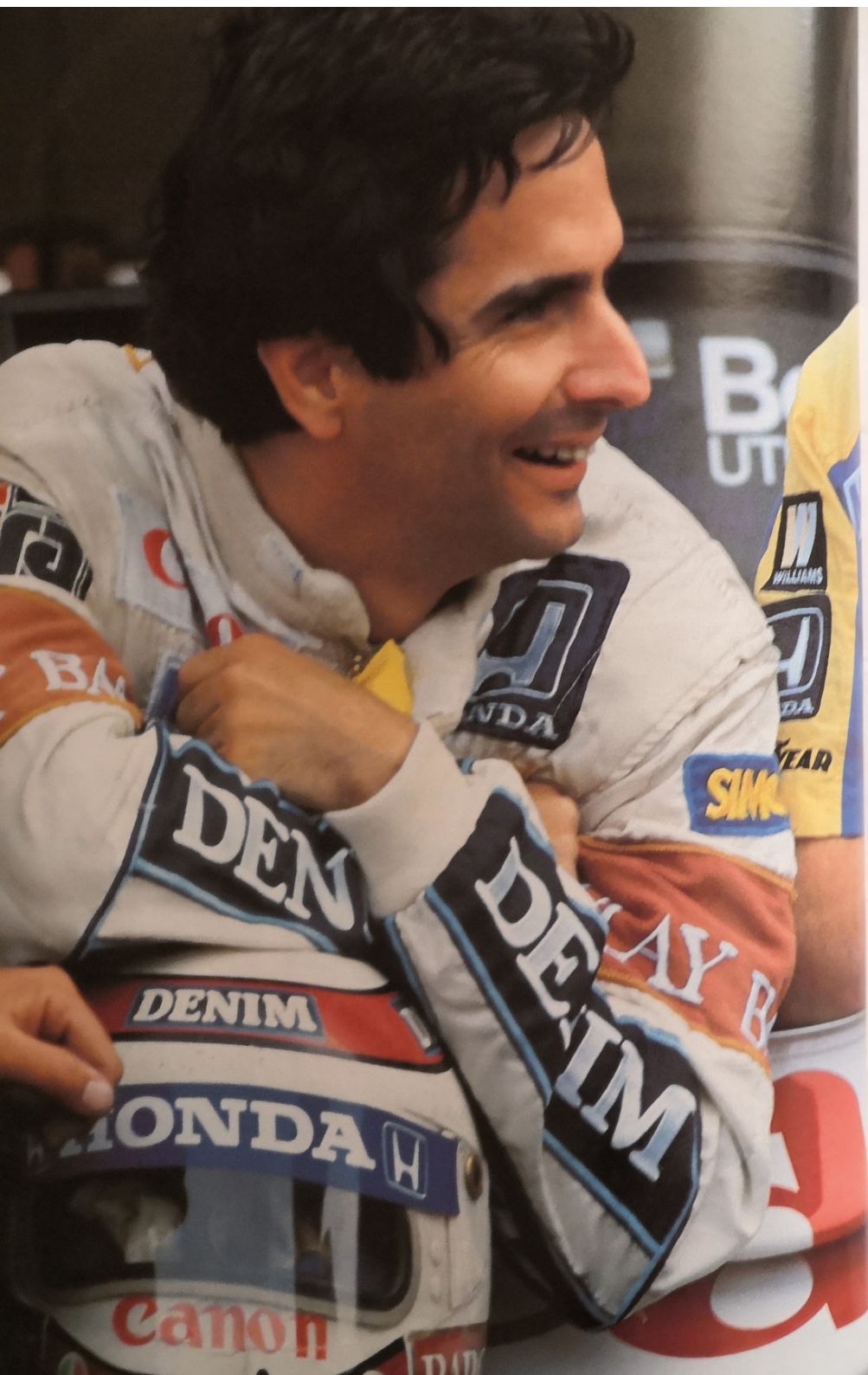
LOOK WHO'S READING PRIX EDITIONS!



ALAIN - WHATS THIS AT THE BOTTOM OF THE CONTRACT?

IT'S JUST THE INSANITY CLAUSE AYRTON!

COME OFF IT - EVERYBODY KNOWS THERE'S NO SANITY CLAUSE!



NELSON

NUMBER

"What sort of interview do you think I'll get with Nelson Piquet?" I ask Mike Doodson at the Hungaroring before first timed practice. Mike is one of the sport's best writers and the official lap-chapter for the BBC Grand Prix commentary team. He is also (if any professional journalist can be so described) close to the Brazilian World Champion.

"I think you'll get a terrible interview," says Mike bluntly. This does nothing to increase my confidence or boost my spirits. "You're going in cold, you don't know him and he'll try and fob you off with some very simple, one-sentence answers. It's a terrible time for him. Even if you've got some good questions he probably won't be able to answer them. Tell me what questions you're going to ask him".

This is a good question in itself. The press release from R.J. Reynolds has just been released, announcing that Nelson Piquet will be the new Number One driver for the Camel Lotus Honda team next season. It's obviously the place to start, although Mike Doodson doubts I'll get any worldstopping quotes from Nelson. I explain that active versus hydraulic suspensions are not exactly my forte and the sort of questions I really want to ask Nelson are the sort he'll no doubt be reluctant to answer.

We ponder the problem. The interview is two hours away. Mike says firmly that he makes a point never to interview drivers at race meetings because it's impossible to get their undivided attention. There are too many distractions. I say I have very little option. I only see them at race meetings.

We decide on a tactic. In fact, that will be my first question. Do you, Nelson, have a particular race tactic at the start of a season to help win the Championship? With Mike's help, I draft out half a dozen questions that are reasonably intelligent and not too boringly fundamental, and then I put a big question mark in my notebook and write "Ask why leaving Williams" and hope he is warmed up for some pithy quotes by the time we get to that stage of the interview. If we get to that stage of the interview, Mike drifts off with

a vague promise of "looking in" at 4 o'clock to see how I am getting on in the Williams' enclosure. Don't be late, I warn him, it may all be over by 4.10.

My problem is not a lack of preparation. I probably know more about the Piquet career than any other driver's. My problem is nervousness. If one can admit this, in the supposedly unbiased world of journalism, Piquet is my favourite driver. In my heart of hearts, I want him to win every race. I think he's the best. I know he is going to win his third World Championship this year. And the man is sexy! I mean, let's be honest here.

But he has only committed himself to 20 minutes this afternoon and he is not the most talkative of drivers.

I sit back and review what I know and understand about the situation within the Williams team that has supposedly led to this team switch.

When Nelson signed to drive for Williams in August of 1985, exactly 2 years ago, Nigel Mansell was an unsuccessful driver who looked as though he was never going to make it in F1. At the Austrian GP of 1985, Mansell celebrated his fifth completed year in F1 racing and his best result up to that time had been a third place in his third GP – the Belgian GP of 1981 – and he'd never done better than that. It looked as though here was a driver who was never going to make it to the top, or anywhere near the top.

For Nelson, it was the ideal situation. He had always been the Number One driver in his team; he'd been 7 years with Brabham as the undisputed Number One, after Niki Lauda had retired at the end of '79, and the situation at Williams seemed tailor made.

But between the time that Nelson signed his contract and March 1986 when he had his first race with Williams, Mansell had won two races and had transformed himself from being a no-hoper Number Two into a potential front-running Number One. A really extraordinary change! It's almost impossible to think of any other driver who has spent 5 years at the back of the field, doodling along, and then suddenly found himself in a winning position for the Championship.

According to Murray Walker, the change came about not only because he suddenly found himself in a superb car, but because "he had a climate of opinion in the team which was favourable towards him and he had sympathy and support". "Mansell has his supporters in the team", others say darkly – which is basically saying the same thing but carries other implications.

Another important thing – between the time of Nelson signing his contract and his first race, Frank Williams – who was his contact inside the team and the man who had shown his faith in Nelson by proclaiming him "the best driver in the world" – had his terrible accident and the power base inside the team changed. The balance swung heavily behind Mansell.

Nelson is a driver who never works well in a team that is trying to run two Number One drivers. In trying to do so, Williams had lost the Drivers' Championship last year and it looked as if they might be losing this year's Championship as well.

It is four o'clock. I head towards the Williams' motorhome and stick my head inside the tent flap. Nobody in sight. I walk up and down for 10 minutes. Mike Doodson is in an adjoining enclosure, having what appears to be a long and fascinating interview with Keke Rosberg. He is obviously not being fobbed off with one-sentence answers. I smile weakly and head back towards the Williams' home.

Nelson Piquet is there, sitting at one of the tables, talking over his shoulder to somebody. He is dressed casually in a blue polo shirt with a navy and red shetland cardigan knotted casually around his shoulders, and jeans. Opposite him is his beautiful blonde Belgian girlfriend, Katherine, whom I have met very briefly in Detroit. He sees me and waves me over, indicating the chair next to him.

I decide this is no time to be subtle and what have I got to lose anyway? I go in with the truth.

"This is for the magazine I work for", I tell him and show him a copy.

"I want this interview for our next edition, which will be just before the Australian Grand Prix, by which time

you will not only have won the Hungarian Grand Prix but you will almost certainly be the 1987 World Champion. I know this because you are the best."

I don't suppose many hardbitten motoring journalists head into an interview like that but I am here to tell you that the man's face positively glows. He pats my hand and leans forward to tell a Great Truth to the beautiful Katherine. "This..." and he taps her shoulder lest she miss the emphasis... "this is a very good journalist!"

He beams at me, I beam at him and the interview is off to a good start. Remember, I think to myself for future occasions, there is nothing like a good dose of genuine admiration. The emphasis is on the "genuine" - Nelson Piquet, I surmise, is someone who very quickly sees through bullshit.

I open my notebook and ask him the prepared questions:

Q: Do you have a particular tactic at the beginning of the season? To play safe in the first half, build up a lot of points and then, if necessary, take risks to ensure success at the end?

A: No, not really. In Brazil we had a car that could have won the race but we had some heat problems. The same thing happened in Detroit. We had a very good car that could have won, but I had a flat tyre in the first few laps and I have to stop and lose time. I had a very big fight with Nigel at Silverstone and he beat me. But I beat him at Imola and Spa. It's just the way things turn out.

Q: So no deliberate championship plan?

A: We do the best we can, I try the best I can, of course. Last year I risk a lot and had some bad races and lost the championship, but this year I want to collect points and I'm not taking any risks. I wait to collect about eleven results and after that, I really try all out for the Championship.

Q: Will you still get full support from Williams for the rest of the season?

A: It's very difficult to say because I am leaving the team. It is not a good situation for Williams and it is not very good for me - to sign for Lotus and race for Williams. The situation is not what you would call relaxed. It's very difficult in the team now.

Q: Will you continue to test for Williams?

A: I hope so, yes. I go to Donnington next week for testing and I think they cannot spare me. There is a lot of work and development to do.

Q: Do you think the Lotus active suspension will be a winning feature next year?

A: I don't know. At the moment, I think



Williams have the best car. The Lotus suspension must be good because if not they would not use it. We have this active suspension also coming in at the end of the year and I think it will be good.

I begin to feel a sense of desperation. I do not care about the Lotus active suspension. I do not even understand what it is (I am not alone - I have yet to find anyone who can explain it in words of simple English and without using their hands a lot). I sense I have missed the real story two questions back. I scrub the rest and look at my question mark.

I look Nelson in the eyes. They are a warm hazel-brown and mischievous. But there is a sense of pent-up anger and frustration lurking somewhere very near the controlled exterior so I take a deep breath and ask The Question.

Why did you decide to leave Williams?

It is almost like floodwaters breaking through a dam wall. The words come pouring out without punctuation. "I had this big problem in my life that I had to resolve. I enjoy my life and work, I love motor racing. But I came to Williams to be Number One driver and now I have all this hassle. We fight and we lost the Championship last year and maybe we lose it again this year. I want to race four or five years more in a good team and try and win more races and another Championship and it's getting quite impossible here. Here it is like a lottery!" - and he gestures around the Williams' enclosure in disgust. "Maybe I can win, maybe Nigel can win, maybe yes, maybe no! I want to work for myself. I do all the testing, all the development here and have to divide everything up after the work is done. Inside this team it is like a big war! We don't speak, don't give any information to each other and it's a big shit - I don't work like this!"

I remember a question that someone

put to Peter Windsor of the Williams' team this race weekend: "Is it true that your two drivers are constantly arguing?" "The drivers do not speak to each other," replied Mr. Windsor, "so there are no arguments". Nelson is a long way from finished.

"They signed a contract for me to be Number One driver here and Nigel, at that time, had never won a race. After I signed, Nigel won two races, Frank had the accident and Patrick Head began to run the team and everything began to snowball. I didn't know what to do, who to talk to, whether to complain. I, like a good professional, shut my mouth and tried to get on with it. When they came to renew my contract I told them, 'I'll renew but I'm going to put in some asterisks after the term Number One Driver, just to make sure everyone knows what it means, because I don't want to work for somebody else, I want to work for myself'. And Frank said 'Ah, but in this team you can't do this and we don't work this way' and this and that, so I said 'I'll leave!' And it's true, I didn't have anywhere else to go. I had McLaren, to go there but on the same conditions, and then I went to Benetton but was difficult there because their engine development was behind and this and that and I didn't want to lose two years more. And came the opportunity to go to Lotus because of Ayrton Senna's option to go out. I will be outright Number One driver again and now I know how to write the contract - put in exactly what it means to be Number One Driver!"

He relaxes a little and leans back in his chair, but the tension is still there and the fingers drum on the table.

I wonder idly how Ayrton Senna feels about being replaced at Lotus by his fellow Brazilian.

Nelson grins. "If I win the Championship this year, Ayrton will be sick. If I win it next year, he'll shoot himself".

It is obviously not an unpleasant prospect. The atmosphere lightens. Mike Doodson joins us. Somebody else draws up a chair. I turn to Katherine and ask her if she is looking forward to going to Australia.

Nelson zooms in on the conversation (he misses nothing) and picks up on the mention of Australia.

"You know this kangaroo here?" he asks me, gesturing towards the tall man who is sitting opposite. "No? You don't know Peewee? An Australian who doesn't know Peewee?" He is clearly astonished. The fault is mine. My motor racing interest and information do not go back far enough, but "Peewee" is Gregory Siddle, from Cremorne, New South Wales, and he and Nelson have been through a lot of hard times together. Nelson drove Greg's car in his

Formula 3 days when there wasn't much money and what there was went back into racing. They tell me about the glorious Australian Grand Prix of 1981 when Peewee's drivers came first, second, third and fourth: Roberto Moreno, Nelson Piquet, Geoff Brabham and Larry Perkins, and Peewee's cars came first and second.

"There's a lot of loyalty in Nelson", whispers Mike. "He doesn't forget his friends". Peewee is obviously still a good and close one.

Talking about the old days brings back more memories. It will be Nelson's 35th birthday at Austria next week and he recalls his birthday at the same circuit 10 years ago.

"I was racing there in F3 and we didn't have much money. I like Italian food so I had made a big pot of spaghetti for my birthday lunch. Then I scalded my hand with the boiling water and all the spaghetti fell on the floor. It was the only food I had, so I just poured the sauce on top and ate it off the floor!"

I ask him if he is looking forward to returning for the Australian Grand Prix.

"Yes, I enjoy coming to Adelaide. I don't like much the circuit but the place is very nice. I've never had the chance to spend much time afterwards in Australia, always there seems to be work to do. A nice place, but too many bloody flies! In Brazil we have some flies but nowhere near as many as Australia! I understand now why you have those hats with strings and corks hanging down."

Hungary seems to be rivaling Adelaide for the title of Best Grand Prix and I ask Nelson if the circuit here is a good one. It certainly is for the spectator, but what is it like from the driver's viewpoint.

"The circuit is very, very nice. The big problem is the difference between the clean line and the dirty line which makes it very difficult to drive because every time you overtake anybody you lose 2 or 3 seconds because the car loses grip. I have no idea what they can do about it - maybe wash the track a week before the race! But it's a very safe circuit. You see a lot of people fly off but no major accidents because the corners are medium speed and you feel very safe racing in a circuit like this. You know if anything in the car fails you're not going to have an accident and hurt yourself".

The talk around the table turns to Europe, to holidays, to Istanbul where Nelson has recently spent some time and where the reported temperature is 49°. We raise our eyebrows and look out at the grey Budapest skies and wonder if the constant drizzle will ever stop. We talk about Monte Carlo and Nelson's yacht. Nelson has now lived in Europe for almost ten years and I wonder



whether he now thinks of himself as more European than Brazilian?

He dismisses the idea with a wave of his hand.

"Nah! Brazilians are always Brazilians! Bloody Indians - they're like Australians, they never change!"

Nelson, it is pointed out to me later, in case I have missed the significance of the remark, is one quarter Amazonian Indian.

It is getting late. The conversation winds down. I give Nelson some letters and birthday cards from Australia, a message in Portuguese from his supporters there, "Aussies for Nelson". This is clearly a nice surprise. He reads it carefully and willingly poses for a picture to send the club. And I give him something from me - nothing much, a little koala wearing a "I Love Australia" badge.

His reaction takes me by surprise. He beams, his arms go round my shoulders and he kisses me - first on the left cheek, then on the right. "What a nice Australian!" he says, and I hope he means me.

RUTH STARKE



Frank Williams, commenting on the Piquet defection to Lotus, intimated that it was more a question of money than Number One status. At Lotus, he said (and read R.J. Reynolds) they could afford to attract drivers with enormous amounts of money, but at Williams he had well over a hundred other employees to consider and preferred that a quarter of the total budget was not spent on drivers' salaries. But if Nelson had not been happy at Williams, he added, he had been right to leave.

He had no clear idea of what Piquet meant by claiming he had not been given Number One status. "He had two cars always at his disposal, strictly according to his contract. Frank Dornie and Patrick Head alternated between the drivers. And it was he himself who asked us at the beginning of the year if he could do all the development testing on the electronic suspension."

This is obviously now a bit of a worry. Frank clearly thinks that Nelson will take everything he has learnt in the Williams' testing with him to Lotus.

"I haven't spoken yet to Patrick Head but I think our programme will have to be modified or changed". And if he's worried about losing his Honda engines, he's not admitting it.

"I believe that the Japanese are capable of running six cars next year. Eventually they want to be bigger than Ferrari, and with 6 cars this is more likely. Our contract with Honda expires at the end of 1988 as does the Lotus contract, while that of McLaren is for 2 years. At the end of '88 we'll see what's offering in the normally aspirated engines. We may go elsewhere. At the moment, the only team which is certain of having Honda engines in 1989 is McLaren".

The only tyre in

FORMULA 1



WILLIAMS Nelson Piquet



FERRARI Michele Alboreto



LOTUS Ayrton Senna



WILLIAMS Nigel Mansell



MCLAREN Alain Prost



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By **JEFF HUTCHINSON**

As the continuing string of broken qualifying and race lap records have shown this year, the turbo 4-bar boost limit with pop-off valves and the dropping of qualifying tyres for practice have not reduced speeds, they have simply stopped them getting completely out of hand. The teams are getting more and more professional, the budgets bigger and bigger and the drivers' salaries higher, but nevertheless it's still a sport and sometimes the most exciting one there is, even if there are only two cars really in the race.

Expensive engine development has been responsible for the biggest improvements over last year's lap times and, as expected, the resources of the mighty Honda organisation have spared nothing to clinch the World Championship, which they came so close to winning last season.

Formula 1

THE SEASON SO FAR

WILLIAMS

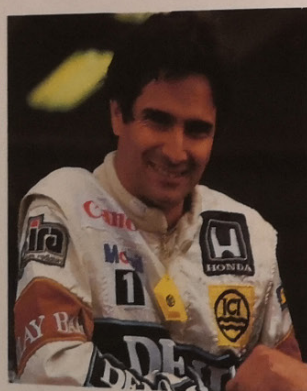
There were fears at the start of the season that supplying engines to Lotus as well as Williams this year would dilute their chances of victory, but with eight wins out of ten starts to date, six of them by WILLIAMS, there has certainly been no signs of that and an impressive, almost 100 percent reliability record, despite no-holds-barred racing between the two intensely competitive team-mates.

After losing the title to McLaren in the final race last year, the Williams' team are already looking in a stronger position this season, with PIQUET holding an 11 point lead over Senna and 15 over his team-mate, Nigel MANSELL.

On paper, with two wins and no less than six second places out of eight finishes, Piquet is favorite for the title, but my money is on his team-mate, Mansell, provided he doesn't let his heart rule his head and make any more silly mistakes like his celebrated accident with Senna in Belgium, which probably cost him another 9 points.

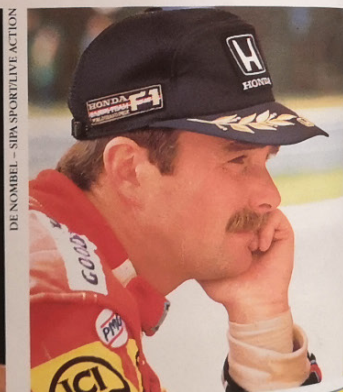
Mansell has proved consistently faster than his number one team-mate all season and has already taken four wins, which would have been seven, but for a broken exhaust manifold in Monaco, a seized engine in Germany and then a loose wheel nut in Hungary, each time when he was holding down a comfortable lead.

Piquet inherited his last two wins from Mansell, and other than his non-start in San Marino, following a nasty practice crash and an electrical problem in Belgium, he has scored points in every other race, so should he score points in the six remaining races, he will have to drop three lots of points for a maximum of 11 scores out of 16 races. Piquet now needs more wins and not just points to stay ahead of Mansell, who need only drop one point should he score in all the remaining races.



6

NELSON PIQUET



5

NIGEL MANSELL

McLAREN

Once again, it has proved to be the McLaren team most likely to topple the Williams-Honda domination, but after a good start for Alain PROST with two wins out of the first three races and Stefan JOHANSSON with a third, fourth and second place in the first three races, things have gone progressively down-hill for the McLaren pair.

A realistic Prost has already given up any real hopes of his World Championship hat-trick by now, even though he is still lying fourth in the points. Other than another lucky second place in Germany, when he drove over the line on three wheels and a shredded fourth after a last-lap puncture, Johansson hasn't scored a single point since Belgium.

Their downfall has been engine reliability. Prost could have been right there for the title still, but for a frustrating string of electrical problems that has either slowed him down or caused him to retire from every race since Belgium.

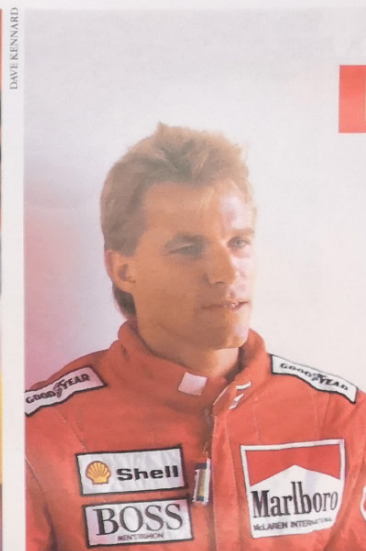
Johansson has had the same bad luck, while Porsche have been slow at rectifying their TAG engine's problems which include bad balancing and no less than four broken alternator belts during the races!

The engine problems, a change of factory premises and pre-occupation over the long term future of the team, have all helped to take the edge off the normally razor-sharp McLaren team which, for them, have had a disappointing season to date.



1

ALAIN PROST



2

STEFAN JOHANSSON



LOTUS

The same could be said of the LOTUS team. So often last season, after a strong practice performance, Ayrton SENNA had to give second best to the Williams' and McLaren chassis in the race because of fuel consumption fears.

With a Honda engine behind him this year, everyone was expecting Lotus and Senna to be right there with the Williams' runners, but other than Senna's two wins on the slow street circuits of Monaco and Detroit, he has been running third best for most of the time. Honda reliability has seen him pick up points that McLaren or Williams have abandoned and Senna is still well placed for the title, with second spot and 43 points.

Since the beginning of the year, Lotus have put all their eggs in their latest active suspension basket, which seems to be a good thing on the slower, bumpy street tracks, but power loss to drive it, the extra weight and reliability problems are the other side of the coin.



It has been a difficult learning curve which, with due credit, the engineers in charge and Senna himself have made impressive progress, although getting the balance between suspension operation and the aerodynamically induced forces on a high-speed circuit have held back the team's performance against their main rivals. But then again, if they get it really right, it could give them a big advantage over the rest for the last few races, which is undoubtedly what they are hoping.

F1 newcomer, Satoru NAKAJIMA does not have the experience to help Senna very much, the Japanese driver is still learning his way around most of the European circuits. Three finishes in the points, with his best fourth place so far, has put him into the record books as the first Japanese points scorer and shown him to be competent and certainly not a kamikaze driver.

12

AYRTON SENNA

11

SATORU NAKAJIMA



XERYUS POUR HOMME



G I V E N C H Y

PARFUMS

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FERRARI

couple of races some aerodynamic changes had helped the chassis department and, but for turbo failures or a broken exhaust manifold for Alboreto in the last race, the Ferraris are looking stronger than they have all year. Maybe not yet winners without a bit of luck, they could break their famine by the end of the year.

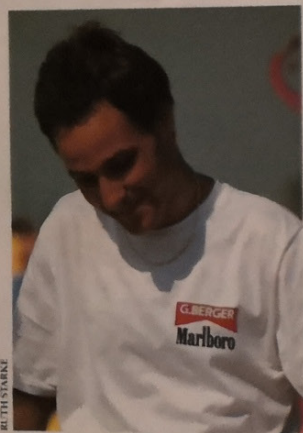
Meanwhile, the pressure is still on Barnard to produce a world-beater, which is why he has been spending his time of late, at his English-based design studio, instead of at the race tracks, designing the 1988 non-turbo chassis.

Compared with Alboreto, Austrian Gerhard Berger is just as quick, and often quicker, than his Italian teammate, and with three fourth-place finishes compared to Alboreto's two third-places, is one point ahead in the points and sixth overall.

carry out "first aid" treatment for the rest of the year.

Improvement has been slow, as has the reliability of the Ferrari engine, which although reasonably powerful has let both drivers down, along with assorted suspension problems in the last five races since Detroit.

The team has broken a personal record of races without a win, and drivers Gerhard BERGER and Michele ALBORETO have found it hard to keep smiling a lot of the time. Since the last



RUTH STARK

28

GERHARD BERGER

Ex-McLaren designer John Barnard's move to FERRARI was greeted with mixed reaction from Italy at the end of last season, which nine months later is still very much the same feeling.

There are those that expected Ferrari to go from bad to brilliant overnight, but even Barnard cannot make a silk purse out of a sow's ear, which is the way you could describe the "new" Ferrari, which he inherited half finished and on which he could only

27

MICHELE ALBORETO



JOHN BARNARD



BENETTON

Ford's switch from Carl Haas' now defunct Lola team to the BENETTON team has brought them better results, which have been improving along with Rory Byrne's chassis and, above all, engine performance, as the season has progressed.

The Austrian Grand Prix saw the team's first double finish in the points, with Teo FABI giving the Ford turbo its first podium with a third place finish. But it was Thierry BOUTSEN who really starred in the race, chasing leader Piquet away at the start and about to pass him, before a broken gear linkage let him down which forced him back to an eventual fourth place finish.

Thanks to a great deal of development by Ford's electronic engine management team and engine development by Cosworth, the Benetton Ford team could once again be the only other winners in this Championship season which has been dominated by Williams, Lotus and McLaren just as they were last year with the BMW engine.

Certainly, the hard driving Boutsen is more than ready for his first win, as is Fabi, if everything is running perfectly which, unfortunately for him, it rarely does in F1.



20

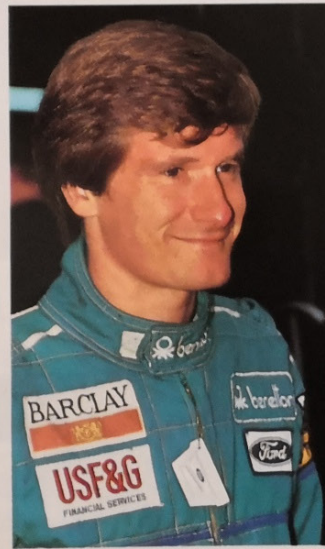
THIERRY BOUTSEN

19

TEO FABI



DAVE KENNARD



TALLADE - SIDA SPORTIVE ACTION



DAVE KENNARD

BRABHAM

The BRABHAM story this year has not been much better than last year. One almost gets the impression that BMW are supplying the engines because they have a contract to do so, and Brabham are going racing because BMW are giving them the engines. Neither seems very keen on the idea. After Gordon Murray left last year to join McLaren, Dave North and John Gentry designed a very "conservative" chassis after last year's problems.

7

RICCARDO PATRESE



DAVE KENNARD

It was quite good at the start of the season, Andrea DE CESARIS even taking a third place at Spa, but when North and Gentry quit the team there was little progress made and the team slipped further and further behind.

Engine reliability from the works' lay-down BMW has not been as good as the Heini Mader-prepared Megatron (ex BMW) upright engines, and De Cesaris' heavy hand has not been best suited to the delicacy of the car's six-speed Weissmann gearbox.



8

ANDREA DE CESARIS



22

ARROWS

17

DEREK WARWICK



DAVE KENNARD



18

EDDIE CHEEVER



DAVE KENNARD

The future of the ARROWS team was improved considerably this year by team sponsor USP&G's wealthy owner, John Schmidt, buying into, instead of onto the cars, and the rights to the BMW turbo engine, which he re-named the Megatron and had Swiss engine builder Heini Mader continue to prepare. Dave Wass was replaced by Ross Braun as designer, and the latest Arrows' chassis has proved a considerable improvement over the last one.

Given two experienced drivers like Eddie CHEEVER and Derek WARWICK, both with a point to make, one might have expected some better results than a best fourth place for Cheever, which Warwick might have had in Hungary had Cheever not run into him, costing him a probable third spot, after racing each other nose to tail for most of the race.

It has been a similar battle for most of the season, only engine reliability and fuel consumption difficulties have rarely seen them both make it to the finish without problems.

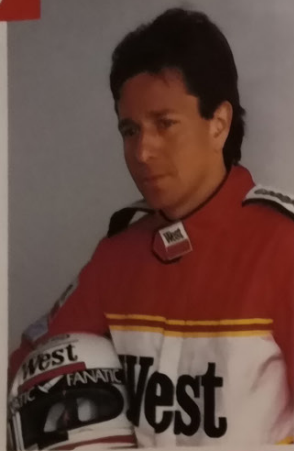


DAVE KENNARD

ZAKSPEED

By building his own engine, chassis and most of the gearbox, Eric Zakowski is attempting to put his ZAKSPEED team in the same league as Ferrari. He has done a commendable job, but without the experienced personnel, and above all, the financial budget of one of the major teams, he is still chewing what he has bitten off and it's starting to taste sour.

The team do not have the budget to test as much as they should, and so their new car is making slow progress and the engine is still hopelessly unreliable as soon as they try and turn up the boost enough to run competitively. It has been a bitterly disappointing season for Martin BRUNDLE and Christian DANNER, two drivers who deserve a better chance to show their talent, the team's only points of the season being a fifth place for Brundle in Imola.



9

MARTIN BRUNDLE



10

CHRISTIAN DANNER



DAVE KENNARD

TYRRELL

Had Brundle not quit the TYRRELL team for turbo power he would have scored two fifth place finishes and be getting all the glory from leading the non-turbo Jim Clark Trophy points, which is exactly what Jonathan PALMER, his predecessor at Zakspeed is doing right now.

Along with his team-mate, Philippe STREIFF, who has scored a fourth and sixth place to share the same number of points, the pair of them have won the non-turbo class all but twice this season, the Tyrrell team having already wrapped up the Colin Chapman Trophy while Palmer battles Streiff for the Jim Clark Trophy, which he leads by 61 to 45 points.

Although not always the quickest of the four teams contesting this year's non-turbo class, Tyrrell's years of F1 experience certainly pay off against the three new teams competing in F1 this year.



DAVE KENNARD

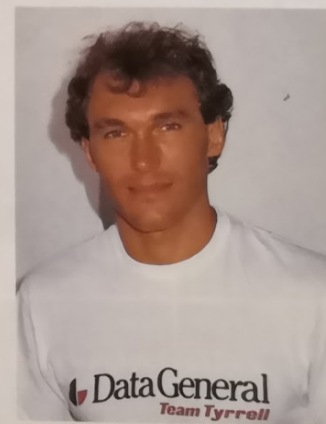
3

JONATHAN PALMER



4

PHILIPPE STREIFF



KENTYRELL



BETH STARK

DAVE KENNARD

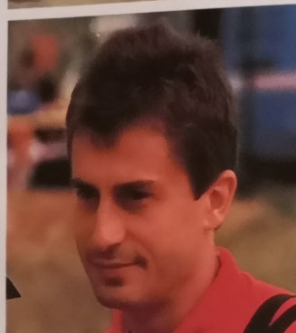
DAVE KENNARD

LARROUSSE CALMELS

LOLA return to F1 under the Larrousse-Calmels' banner, former Renault racing boss and money-man, Calmels, forming a new team which, with experienced ex-Renault mechanics and Philippe ALLIOT doing the driving, soon provided stiff opposition to the Tyrrell challenge.

A new addition to the team is Yannick DALMAS, regarded as France's most promising young driver.

Unfortunately, unreliability, particularly from the transmission, has given Alliot more than his fair share of retirements and fatigue at the end of races some different problems. He did manage to take a Championship point in Hockenheim with a sixth place, a point that means a lot for the team and their FOCA travel budget next year.



29

YANNICK DALMAS



30

PHILIPPE ALLIOT

TAILLARDÉ - SIPA SPORT/VE ACTION



MARCH

So did the point which Ivan CAPELLI scored at Monaco for the re-formed MARCH F1 team. Their car and driver has several times proved to be the quickest combin-

ation, but engine unreliability has given them a serious engine shortage for most of the season and virtually no possibility to test, other than at the races themselves.

16

IVAN CAPELLI



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AUSTRALIAN
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PRIX



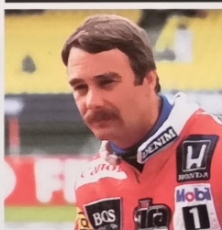
ALL THE
ACTION



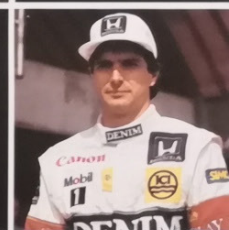
FOSTER'S



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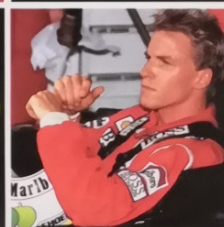
MANSELL
PIQUET



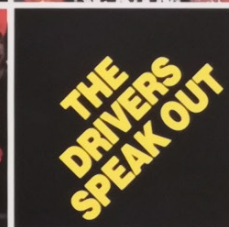
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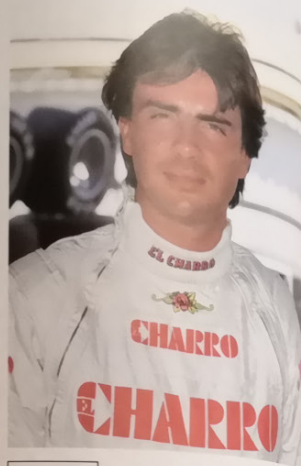
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AGS

Henri Julien's AGS team has certainly won the prize for reliability this year, failing to finish only one race so far, but unfortunately their modified ex-Renault

F1 chassis is so slow that the driver, Pascale FABRE, has a job to meet the minimum race distance to be classified his usual last place!



14

PASCALE FABRE

LIGIER

Considering the resources of the LIGIER team compared to many of their rivals, their performance so far this season is disappointing to say the least. Admittedly they suffered the major setback of losing their Alfa Romeo engine just before the start of the season, but if testing had been anything to go by, their season would not have been much different.

Guy Ligier used his contacts with the French government to call in the promise of 1.4 million dollars from the ministry of sport, and went out and did a deal with Megatron to keep him racing, but judging by his driver's results, he would have been just as well off with DFZ engines in the non-turbo class.

The hurried installation of the Megatron engines was not as it should be and it took half the season just to get the chassis working reasonably well and the engines running reliably.

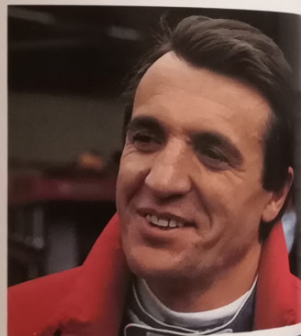
The chassis and aerodynamics were considerably modified for the



DAVE KENNARD

French Grand Prix, but with little noticeable improvement in the cars, while designer Michael Tatu had virtually abandoned the development of the JS29 chassis in order to start work on next year's car, which will have a Judd normally aspirated engine based on the Honda F3000 unit.

Of the two Ligier drivers, Rene ARNOUX's return to Grand Prix racing after his season away has done little to improve his track manners, while teammate, Piercarlo GHINZANI, has not shone any more with Ligier than he did with Toleman.



26

PIERCARLO GHINZANI



25

RENE ARNOUX

MINARDI

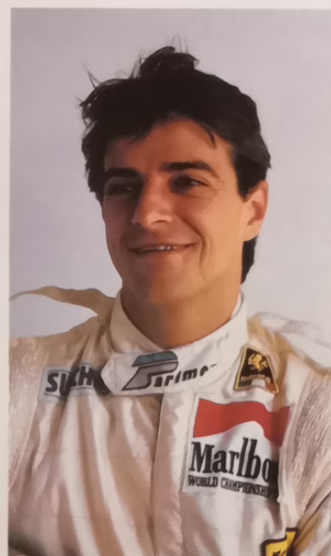
In contrast, the MINARDI team put up an impressive performance this season, although reliability of the Motori Moderni engine is so bad that it was not before Hungary that Alessandro NANNINI even finished his first race. Even so, when he was running OK he showed considerable talent and has certainly got a brighter future in F1 in store for him. His Spanish team-mate, Adrian CAMPOS, bought himself a seat with the Minardi team at the beginning of the year, and for a driver with so little experience in racing and none in F1 he has done a respectable job in difficult circumstances.



DAVE KENNARD



DAVE KENNARD



DAVE KENNARD

24

ALESSANDRO NANNINI

23

ADRIAN CAMPOS

OSELLA

Somehow the OSELLA team keeps managing to find enough of a budget to carry on, the team updating their old chassis each year and re-building their old, uncompetitive Alfa V8 turbo engines, with which Alfa now wish no part and have asked that they now be called Osella engines.

Osella's young driver, Alex CAFFI, seems to have a lot of talent, although it is hard to tell in a chassis like the Osella. No doubt running almost empty tanks, Caffi and the Osella team have managed to get themselves noticed in a couple of races by running above their station, but each time the performance has been short lived.

If World Championships were won on results in the face of adversity and sportsmanship, then Enzo Osella's little team would be a hard one to beat.



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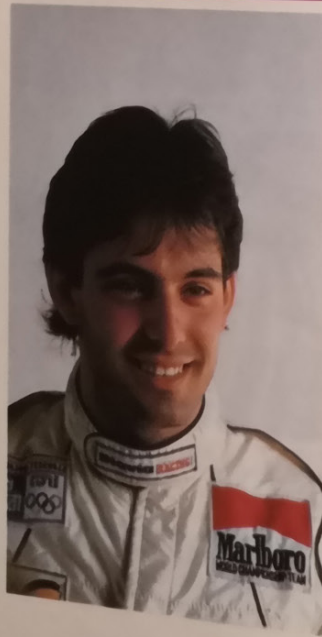


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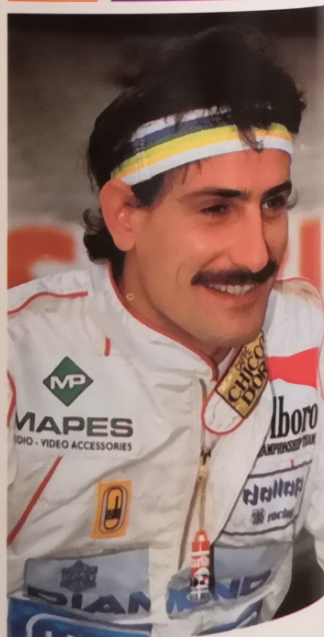
21

ALEX CAFFI



22

FRANCO FORINI



Brundle's Brief...



Welcome to the Martin Brundle Column.

What I would like to tell in my articles are a few stories you may not normally hear about Formula One, and give you an idea about life behind the scenes. What I will avoid at all costs is a factual report along the lines "and then I did a 1 min 27.63 sec, and then I..." You can read about all that elsewhere in Prix Editions.

I should however give you a brief background on my Grand Prix career. I have started 47 Grands Prix; 37 with Tyrrell, including a fifth in my first race, a second place in my seventh GP, two major accidents, including one which smashed up my feet and ankles and the team were disqualified for eight races. My final race for Tyrrell was in Adelaide last year where I finished fourth, leaving the team on good terms after three interesting and reasonably successful years.

I failed to attract the McLaren drive over the winter and, feeling that three years with one team were sufficient, I looked for a new challenge to maintain my momentum to the very top. It's a funny thing, all through your racing career you win races until you become King of the Castle. Then you achieve Formula One, at which point you are the "new Boy", starting over again.

I saw an opportunity at Zakspeed, the small German team which manufactures its own chassis and turbo engine. The potential was there to take the team forward, though not realistically to win GPs. (It seems that only three teams can do that at the moment!) I expected some famous German clinical efficiency. I haven't found it at Zakspeed yet, although the potential is there, if only the management would allow it to happen.

It has also been a problem of money. Zakspeed has 51 people employed at Zakspeed to manufacture the 4 cylinder 1500cc turbo engine, the carbon fibre bodywork, the suspension, and to run the team day to day. Compare that with Ferrari who use 200 for the same job.

In my book that's a good enough excuse not to win every GP, but not good enough to explain away problems such as misfires, suspension failures and a wheel falling off directly after a pit stop in the French Grand Prix. I was so

frustrated that I threw the steering wheel away somewhere. That's very unlike me. I'm normally cool and calculated. It was spontaneous, as if to say "...if you cannot even put my wheels on properly, then try finding this wheel". As you have probably gathered by now, it has been a frustrating season so far.

Don't misunderstand. I am driving for a team of men who have enormous willpower and dedication. They're not a bunch of idiots. It's a question of circumstances. It all started off well enough. I promised the team some World Championship points.

At Imola, the second race, we achieved that with a fifth place, their first ever "result". The next two races were more competitive, but reliability let us down. Then the pressure of races took its toll and the small team were running to stand still, trying to run two cars competitively. The logistics of getting two cars, plus a reserve, plus tons of spares and 20 personnel to Detroit for example is quite enormous. Our mid-season was a washout with lots of electrical problems. It's not much fun trekking to a GP, hanging it on the line in qualifying, only to have the car cut out after 10 laps of the race. No joy, no money!

The Austrian GP recently was an upturn in form, a completely trouble-free two days qualifying, running fastest in the rain at one point, and at least stringing together some consistent laps so that we could set up the car.

There are 45 items to adjust on an F1 car in any infinite number of ways. Testing works, educated guesses don't. Two startline shunts spoiled Austria and my neck muscles, but the last six races of the year will give us a chance to redeem ourselves. However, a schedule that reads Mexico, Japan, Adelaide for the final three races will stretch my team again.

You probably think that being a GP driver is just one long party, rudely interrupted by the occasional race every other Sunday. Take it from me, it is not. Sure, it's a great life, but one airport, airplane, hotel and pit garage looks much like another, anywhere in the world.

The press and public feel that if you want the fame and glory, you should become public property, your every move noted and analysed. That's fair enough by me as long as it doesn't become too personal. We are very lucky guys; we get highly paid to do the job we love, even if we do lose some sweat and occasionally get smashed up. But it ain't a party, it's bloody hard work.

There may only be 16 GPs, but there's 32 qualifying days, 70 travelling days and 20 test days, plus PR work and cutting the grass!



I'm a bit of a car nut. I just buy a new one and I start thinking about the next. At the moment I have a Porsche 911 Carrera Sport. Great car, goes like a rocket and doesn't handle. I just bought my wife a Merc 420 SL Sports. I feel good about that because I promised her one

ten years ago when we were at college. Last year I had a Ferrari 328 GTS. Too beautiful for words, but it went like a fast Fiat.

My main preoccupation outside GP racing is learning to fly (fixed wing) and playing golf. The flying is coming easy, the golf is just plain impossible. I shall have to make friends with Nigel Mansell's buddy, Greg Norman. Hitting a stationary ball with a long iron stick can't be as difficult as I make it look!

Talking of drivers, we have a strange relationship. We all generally have lots of respect for each other and all that traditional stuff, but rarely can true friendship exist. It is so competitive, with only a dozen or so good drives available, plus you could well be having an almighty wheel banging session with your "mate" at one race and at the next, come across him buried in the crash barrier. It all tends to be friendly but distant, and that's a great shame.

I'll tell you more of the driver's eye GP scene in the next issue of PRIX EDITIONS in December.

MARTIN BRUNDLE



PRIX SALUTES A TRUE CHAMPION **EDITIONS ALAIN PROST**

WORLD CHAMPION 1985
WORLD CHAMPION 1986
AND IN 1987 . . .

THE WORLD'S GREATEST GRAND PRIX DRIVER



1987 FIA FORMULA ONE WORLD CHAMPIONSHIP

PAUL RICARD

ROUND 6: FRANCE
JULY 5, 1987

The return to Europe means the return to full throttle for the front runners in the Formula One stakes – and none was more determined to celebrate the fact than Britain's Nigel Mansell. He took full advantage of his Williams-Honda's power with his second win of the season and put the unhappy experiences of the last few races behind him, relaunching his assault on the crown he so narrowly missed last year.



There was really only one team at the races: not only did Mansell set fastest time in each of the five practice sessions, but his team-mate Nelson Piquet was the only other man to lead the race for all of ten laps after Nigel had made his one stop for fresh rubber after 35 tours. Winner here last year, Mansell is thus ideally set up for his home Grand Prix – and looking for a hat-trick on British soil after breaking his Formula One duck at Brands hatch in 1985 and winning the British round there in 1986.

Fuel consumption might have been expected to cloud the sunny French skies, but the smiles on the faces of the Honda engineers showed they were getting more out of those engines than they had hoped for. Minor turbo and fuel injection changes were all that had been done since Detroit. Nigel was not one of the 12 men to go faster on Saturday than the previous day, but his pole time of 1:06.454 comfortably beat Ayrton Senna's of the previous year and gave the Isle of Man driver his fifth pole in six rounds. It was at Ricard last season that Nigel took the lead and chortled over the radio "Here we go, lads". This latest demonstration of his talent seemed even more untroubled despite a hard charge by Piquet in the closing stages.

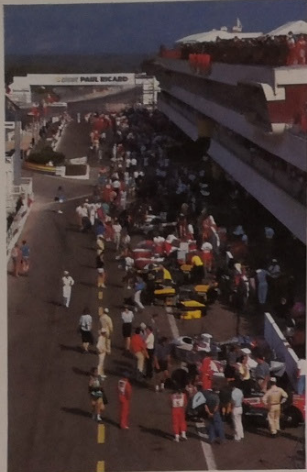
Nelson, in fact, is becoming the enigma of the season. Rumours of his retirement are rife, but many of us expected the Brazilian to come out fighting after having his nose put out of joint by Mansell in their first season as Williams colleagues. Ricard was a curious display: twice Piquet suffered lapses of concentration that did nothing to enhance his reputation, almost spinning at the end of the pit straight and then sliding wide to let Mansell nip through for the lead on his inside just past the halfway mark. Yet once he had made a second stop for tyres after 64 laps – and perhaps angered by a 15-second halt because the engine stalled – Piquet set the fastest lap of the race at 1:09.548, a fraction under a 200 kmh average, and was catching Mansell for a short period until his effort expired.

Still, the Williams pair were untroubled by any other car, not even that of the World Champion himself. Prost's McLaren looked to be going well in the early part of the race, but later the Frenchman made his usual mid-season criticism of the TAG's power as compared with the brutal force of the Hondas and will no doubt have been content with a third place that moved him to within a point of Senna at the top of the table. Having won the last two British Grands Prix at Silverstone, one



for Renault and one for his current team, Alain is entitled to look forward to the next round with equanimity – especially if, as is being surmised, his new McLaren contract is quickly finalised.

And what of Mr Senna? With two straight wins behind him, he might have been hoping for great things on a circuit where he had yet to finish. No such luck, although he did struggle into fourth place. The 1986 polesitter was fourth fastest in first qualifying, improving by three tenths on Saturday, but Piquet was past him by the first corner and Ayrton knew the dice were loaded against him. "Everything was on the limit", was the rueful comment afterwards, "especially the tyres, which are always critically important here". Senna is under no illusions about the task ahead on the fast European tracks.



Left: The Pit area of circuit – Paul Ricard

Below: A disappointed Capelli walks away from the March which suffered engine failure



The united colours – united? – of Benetton were flown in France by Teo Fabi. The little Italian had to work hard for his fifth place and the team had a fairly fraught weekend. Day one: turbo and engine problems for Thierry Boutsen, engine down on power on Teo's race car and the engine on the spare blew; day two, the clutch goes on the Boutsen car and when he switches to Fabi's its engine lets him down, while Teo is struggling with turbo failures. In fact Thierry was set for a good race, but just when he had got past Senna on lap 32 the Benetton's electrics went and that was that. After stopping early on with a deflating rear tyre, Teo soldiered on and overcame transmission trouble on the very last lap to claim fifth spot.

After excursions into the scenery at Spa and Monaco, Philippe Streiff must have seen his first point of the season in the Courtaulds Tyrrell as relief from above. The Frenchman ran through without a tyre stop, and following their 24th and 25th places on the grid the two Tyrrells claimed sixth and seventh in the race. They are – as they must have expected – cruising away with the Colin Chapman Cup, on 63 points to the 26 for AGS. Speaking of which, Pascal Fabre may be the slowest man on the circuit, but he has developed an enviable habit of getting the car to the end.

His was the last car to be classified in ninth place, just behind the second McLaren of Stefan Johansson. The Swede lost his front wing on lap one, did it again later in the race, rejoined the fray last and battled his way up into sixth position, only for the alternator to give up the struggle close to the finish.

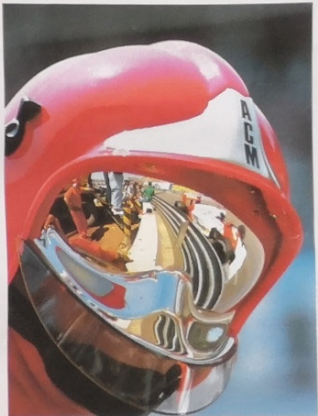
One of the most telling moments in a fairly straightforward race came when Martin Brundle retired his Zak-speed. The combative Englishman had just left the pits for his 19th lap when he was seen trundling off the road on three wheels, the right rear having come loose at once. A less than happy Martin promptly flung his steering wheel into the French crowd, who were considerably more amused by the incident than Brundle himself.

There was no big celebration either for Riccardo Patrese, for whom a special cake had been baked to mark his 150th Grand Prix. But the senior man of the field came to grief early on when the Brabham's transmission failed, and the early season sparkle that seemed to have returned to Patrese's driving is fast receding again.

With six races gone, then, no fewer than 17 drivers have scored at least a point (and 11 teams.) Prost has cut Senna's advantage to a single point at the top of the table, with Piquet and Mansell in close order behind, and if the

race result were to be repeated at Silverstone it would give the unusual spectacle of four drivers on the same total at this stage of the season. No wonder Nigel Mansell is not the only one looking forward to returning to the circuit where the World Championship all began . . .

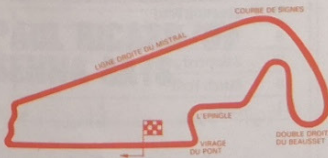
STUART SYKES



1987 FIA FORMULA ONE
WORLD CHAMPIONSHIP
Official Starting Grid
GRAND PRIX DE FRANCE 1987

Paul Ricard

Length: 3.813 km
2.369 miles



5	N. MANSELL	GBR	1'06.454	–(1)–	1'06.877	1	A. PROST	FRA
	CANON WILLIAMS HONDA						MARLBORO MCLAREN TAG	
12	A. SENNA	BRA	1.07.024	–(2)–	1'07.140	6	N. PIQUET	BRA
	CAMEL LOTUS HONDA						CANON WILLIAMS-HONDA	
20	T. BOUTSEN	BEL	1'08.077	–(3)–	1'08.198	28	G. BERGER	AUT
	BENETTON FORD						FERRARI	
19	T. FABI	ITA	1'08.293	–(4)–	1'08.390	27	M. ALBORETO	ITA
	BENETTON FORD						FERRARI	
2	S. JOHANSSON	SWE	1.08.577	–(5)–	1'08.800	17	D. WARWICK	GBR
	MARLBORO MCLAREN TAG						U.S.F. & G. ARROWS MEGATRON	
8	A. DE CESARIS	ITA	1'08.949	–(6)–	1'08.993	7	R. PATRESE	ITA
	BRABHAM BMW						BRABHAM BMW	
25	R. ARNOUX	FRA	1'09.430	–(7)–	1'09.828	18	E. CHEEVER	USA
	LIGIER LOTO MEGATRON						U.S.F. & G. ARROWS MEGATRON	
24	A. NANNINI	ITA	1'09.868	–(8)–	1'10.652	11	S. NAKAJIMA	JPN
	MINARDI MOTORI MODERNI						CAMEL LOTUS HONDA	
26	P. GHINZANI	ITA	1'10.798	–(9)–	1'11.170	9	M. BRUNDLE	GBR
	LIGIER LOTO MEGATRON						WEST ZAKSPEED	
10	C. DANNER	BRD	1'11.389	–(10)–	1'12.167	21	A. CAFFI	ITA
	WEST ZAKSPEED						LANDIS & GYR/OSELLA A.R.	
23	A. CAMPOS	SPA	1'12.551	–(11)–	1'12.654	16	I. CAPELLI	ITA
	MINARDI MOTORI MODERNI						LEYTON HOUSE MARCH FORD	
30	P. ALLIOT	FRA	1'13.026	–(12)–	1'13.443	3	J. PALMER	GBR
	LARROUSSE LOLA FORD						COURTAULDS TYRRELL FORD	
4	P. STREIFF	FRA	1'13.525	–(13)–	1'14.699	14	P. FABRE	FRA
	COURTAULDS TYRRELL FORD						EL CHARRO AGS FORD	

Race Classification after 80 laps = 305.040 km

POS.	NO.	DRIVER	NAT.	CAR	TOTAL TIME	Km/h	INT.	B. TIME	LAP
1	5	N. Mansell	GBR	Canon Williams-Honda	1:57'03.839	188.560		1'10.405	42
2	6	N. Piquet	BRA	Canon Williams-Honda	1:57'11.550	188.311	7.711	1'09.548	68
3	1	A. Prost	FRA	Marlboro McLaren Tag	1:57'59.094	186.788	55.255	1'11.324	44
4	12	A. Senna	BRA	Camel Lotus Honda	1:57'22.323	185.614	1 LAP	1'12.231	47
5	19	T. Fabi	ITA	Benetton Ford	1:55'46.386	183.935	3 LAPS	1'12.101	57
6	4	P. Streiff	FRA	Courtaulds Tyrrell Ford	1:58'15.054	176.968	4 LAPS	1'16.433	56
7	3	J. Palmer	GBR	Courtaulds Tyrrell Ford	1:58'21.802	176.766	4 LAPS	1'16.256	47
8	2	S. Johansson	SWE	Marlboro McLaren Tag	1:53'53.211	180.320	6 LAPS	1'11.874	39
9	14	P. Fabre	FRA	El Charro AGS Ford	1:57'55.651	172.880	6 LAPS	1'17.499	3
10	28	G. Berger	AUT	Ferrari	1:52'37.926	175.354	9 LAPS	1'11.675	42
11	11	S. Nakajima	JPN	Camel Lotus Honda	1:57'38.923	166.345	9 LAPS	1'14.524	36
12	27	M. Alboreto	ITA	Ferrari	1:20'33.067	181.772	16 LAPS	1'12.457	57
13	17	D. Warwick	GBR	U.S.E. & G. Arrows Megatron	1:17'43.247	182.504	18 LAPS	1'13.245	45
14	30	P. Alliot	FRA	Larrousse Lola Ford	1:13'40.093	177.016	23 LAPS	1'15.984	41
15	16	I. Capelli	ITA	Leyton House March Ford	1:07'06.719	177.264	28 LAPS	1'16.290	5
16	23	A. Campos	SPA	Minardi Motori Moderni	1:09'33.446	171.032	28 LAPS	1'17.836	22
17	25	R. Arnoux	FRA	Ligier Loto Megatron	42'13.211	178.818	47 LAPS	1'13.845	5
18	20	T. Boutsen	BEL	Benetton Ford	38'10.808	185.756	49 LAPS	1'12.567	5
19	10	C. Danner	BRD	West Zakspeed	33'45.929	176.165	54 LAPS	1'16.133	3
20	26	P. Ghinzani	ITA	Ligier Loto Megatron	30'57.038	177.403	56 LAPS	1'15.367	6
21	24	A. Nannini	ITA	Minardi Motori Moderni	28'58.382	181.615	57 LAPS	1'14.248	7
22	7	R. Patrese	ITA	Brabham BMW	28'58.469	150.022	61 LAPS	1'13.984	5
23	9	M. Brundle	GBR	West Zakspeed	23'11.656	177.546	62 LAPS	1'15.549	7
24	21	A. Caffi	ITA	Landis & GYROSSELLA A.R.	19'23.019	129.830	69 LAPS	1'19.147	3
25	8	A. De Cesaris	ITA	Brabham BMW	2'33.477	178.878	78 LAPS	1'14.098	2

FASTEST LAP: 6 N. PIQUET (BRA) - LAP 68 TIME: 1'09.548 197.372 Km/h

N. 27 PENALIZATION: 1 MINUTE

Retirements

No.	Driver	Car	Reason	Laps
28	Berger	Ferrari	Suspension	71
11	Nakajima	Lotus	Running	71
27	Alboreto	Ferrari	Engine	54
17	Warwick	Arrows	Turbo	52
30	Alliot	Lola	Ignition	57
16	Capelli	March	Engine	52
23	Campos	Minardi	Turbo	52
25	Arnoux	Ligier	Exhaust	33
20	Boutsen	Benetton	Electrics	31
10	Danner	Zakspeed	Turbo	26
26	Ghinzani	Ligier	Engine	24
24	Nannini	Minardi	Engine	23
7	Patrese	Brabham	Transmission	19
9	Brundle	Zakspeed	Wheel off	18
21	Caffi	Osella	Gearbox	11
8	De Cesaris	Brabham	Turbo fire	2
18	Cheever	Arrows	Electrics	0

Drivers' World Championship

1	A. Senna	27
2	A. Prost	26
3	N. Piquet	24
4	N. Mansell	21
5	S. Johansson	13
6	G. Berger	9
7	M. Alboreto	8
8	A. De Cesaris	4
9	E. Cheever	4
10	S. Nakajima	3
11	T. Boutsen	2
12	T. Fabi	2
13	M. Brundle	2
14	J. Palmer	2
15	R. Arnoux	1
16	I. Capelli	1
17	P. Streiff	1

Constructors' World Championship

1	Williams Honda	45
2	McLaren-Tag	39
3	Lotus Honda	30
4	Ferrari	17
5	Arrows Megat	4
6	Brabham BMW	4
7	Benetton Ford	4
8	Tyrrell Ford	3
9	Zakspeed	2
10	March Ford	1
11	Ligier	1

CAMEL

Team Lotus
HONDA

CAMEL

RACE CARD

FRENCH GP
5/7/87
BRITISH GP
12/7/87

"YELLOW FEVER"

TWISTING street circuits give way to blinding speed and sheer brute power as the Formula 1 World Championship moves from downtown Detroit to the long straights and sweeping corners of two of the fastest circuits in the world, Paul Ricard and Silverstone.

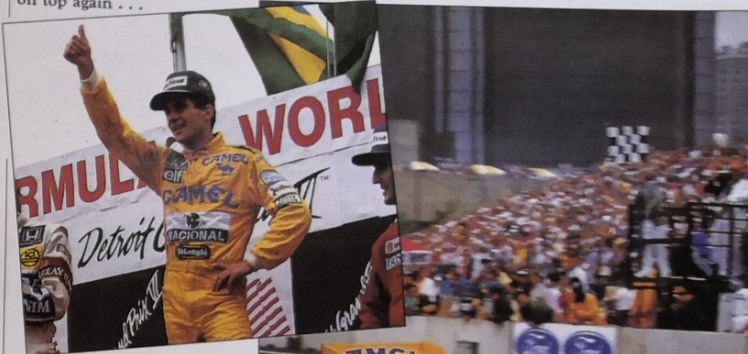
Camel Team Lotus Honda are riding high after their second victory in two races - Detroit and Monaco. The team and its number one driver Ayrton Senna have proved they are an unmatchable force on street circuits.

And the two wins mean Senna has climbed to the top of the Driver's World Championship two points clear of Frenchman Alain Prost. The latest victory was the sixth Grand Prix win of his career in 51 races and the 79th for Team Lotus.

But Senna moves back to Europe with mixed feelings about the French and British tracks. "It would be nice to finish the French Grand Prix. So far in three years in Formula 1 I haven't managed to do that," says Ayrton.

"At Silverstone I hope to have a

on top again...



Ayrton takes the flag

very competitive car because it is a place I have won at several times at other levels of motor racing," he added.

Historically the two events have not been kind to the Brazilian. He has not managed to finish a French Grand Prix since 1984 even though he has started on the front row for the last two years.

In 1986 he started third for the British Grand Prix at Brands Hatch and retired with gearbox problems. A year earlier at Silverstone he started 4th and was sidelined with electronic problems. In 1984 he started 7th and finished 3rd at Brands Hatch.

But for Team Lotus it is a different story. In the 11 years to 1972 they won the British Grand Prix no less than eight times, five of those with Jim Clark. And the team have won the French Grand Prix seven times

— most recently in 1977 and 1978 with Mario Andretti.

For the team's newest recruit, Japanese number two Satoru Nakajima the trip to Europe signals a welcome return to tracks he has experience of. Satoru finished in the points twice in the first three rounds (6th in San Marino and 5th in Belgium) and was 10th in Monaco and exited from the Detroit race on the first lap after clashing with Adrian Campos's Minardi.

British Grand Prix (Brands Hatch) Results in '86:

1, N. Mansell (Williams).
2, N. Piquet (Williams).
3, A. Prost (McLaren).
4, R. Arnoux (Ligier).
5, M. Brundle (Tyrrell).
6, P. Streiff (Tyrrell).

Championship Positions after British GP '86: 1st N. Mansell 47, 2nd A. Prost 43, 3rd AYRTON SENNA 36, 4th N. Piquet 29, 5th K. Rosberg 17, 6th J. Laffite 14.

PAUL RICARD '87
SENN A SAYS:

"It would be nice to finish a race at Ricard so far we never got to the end of the race"

PAUL RICARD 87

VERY IMPORTANT
VERY EFFICIENT CAR
DUE TO HIGH SPEED

SILVERSTONE '87
SENN A SAYS:

"I hope to have a very competitive car at Silverstone, it's a place that I won several times in all the other categories"

SILVERSTONE 87

NIGEL MANSELL
CANON-WILLIAMS HONDA

Mobil 1





1987 FIA FORMULA ONE WORLD CHAMPIONSHIP

SILVERSTONE

ROUND 7: GREAT BRITAIN
JULY 12, 1987

To err is human, to forgive, divine. Forget Nigel Mansell's misdemeanours at Spa, or anywhere else for that matter: the Englishman won back his place in a nation's heart with a stunning finish to the British Grand Prix that saw him take his third win of the season and the tenth of a career that will soon pass the 100-race mark.



The adulation Mansell received from a crowd of over 100,000 gave us one of the most remarkable months of the sporting summer, and was all the more impressive as it all welled up in the last few minutes of the 65-lap race. For in truth it was not Nigel who dominated the race until then, but his Canon Williams Honda team-mate, Nelson Piquet. The great Brazilian was in steely mood all weekend. Stung by another defeat at Mansell's hands in France the week before, he came to Silverstone determined to re-establish himself as a double World Champion and senior partner in the sport's outstanding team.

So it proved, at least until just before four p.m. on race day. Piquet was quickest in both qualifying sessions with a 1:07.596 on day one – just over the 158 mph average on the 2.969-mile Silverstone with its new Woodcote "chicane" – which he improved by over four-tenths of a second on day two, to deprive Mansell of what would have been his sixth pole position of the season. As it was, a Williams was on pole for the sixth time, and with a gap of 1.001 seconds to the third-placed man, double winner this season Ayrton Senna, it was clear that this was to be a two-horse race. Who, we asked ourselves, would prove the more determined jockey?

But as the light changed from red to green we thought for a moment we had got it all wrong: with the two Williams cars wheel-spinning furiously, it was reigning World Champion Alain Prost – how quiet things have gone for Alain in recent weeks – who tried to blast past them and steal the line into Copse on the first lap. Order was quickly restored, however, and Piquet it was who put both Prost and Mansell in their places. The pattern of the race was set from the first few hundred yards: Williams out in front, bent on lapping everyone else in the field, and a battle of wits and courage between the two men in the yellow, blue and white cars leading the way.

As far as the home crowd was concerned, all was not going exactly to plan. Should it not be Mansell in position one, with Piquet in the support role? Not for the members of the Nelson Piquet fan club, massed in the grandstand opposite the Williams pit: as lap followed lap the green and yellow flags waved and the distance between their hero and the Englishman increased. For Mansell was in trouble: within ten laps, as his post-race press conference revealed, there was a vibration from a wheel, so severe that he was unable to see clearly into the next corner – and at 200 mph, that in anyone's book is time for some clear thinking and tough



Philippe Alliot retired after 7 laps because of transmission failure

decisions. Mansell took his and pitted after 35 laps for fresh rubber, rejoining still in second place – who was thinking about the rest, anyway? – and now half a minute down on the flying Piquet.

What followed was the stuff reserved for story books. In front of an English crowd, an English driver in an English car drove one of the most staggering finishes ever seen in a Grand Prix. Lap by lap that huge margin was eroded, Mansell taking advantage of traffic and the deterioration of his team-mate's tyres to reel in Piquet.

For now the roles were reversed and it was Piquet who was in trouble with his tyres. Nelson, too, had thought about coming in, but the lesson from Mansell's stop was that the wear on the rubber was acceptable and that the Brazilian could confidently expect to run through to the end. Not so: with ten laps to go Piquet found a sudden and



Left: The Ligier Team failed to get Gbinzani's car into the race

Below: Alain Prost charges to the front of the British Grand Prix



alarming increase in the rate of his tyres' deterioration and sat helpless as the Mansell car loomed ever larger in his mirrors. "He was coming over a second a lap quicker", said a rueful Nelson afterwards. "At a track like Silverstone when someone is coming as fast as that there is absolutely nothing you can do". And then there was the crowd factor: even when Mansell was still over 20 seconds adrift there was a sense that he would do it, and the collective hysteria mounted as hope turned into reality. Hunt won here in 1977, Watson in 1981, but never has there been a clearer example of the way in which a sporting crowd can identify and inspire its own hero – and Mansell duly paid handsome tribute from the podium to all his supporters.

He only got there by courtesy of a service vehicle: another minor drama was playing itself out in his cockpit in the closing stages, as the fuel gauge told him he might not make it to the line. In fact the car ran out of petrol on its slowing-down lap. "It's the first time that's ever happened to me", grinned a relieved Mansell. "Thank God it was then and not one lap before!" So the fairytale ending was complete, and Mansell joined Piquet in second place in the drivers' table. Just a point behind Senna as the halfway point of the season

approaches. Always the bridesmaid this year, never the bride, would seem to be Piquet's fate. But Silverstone showed him at something like his best, and round eight takes him to Hockenheim where he won last season. Nelson has not given up on a third title yet.

And what about the rest? you are asking. Well, yes, they were there – with the exception of Piercarlo Ghinzani, who was excluded from the race for allowing his Ligier to be worked on out on the track during Friday's practice, so that only 25 took the start. Of those, only nine were classified. To make it a clean sweep for Honda, the Camel Lotuses of Senna and Satoru Nakajima were third and fourth, though out-classed by the leading pair, so Nakajima set another record with the best-ever result for a Japanese driver. Further delight for home fans came with a fifth place for the Arrows of Derek Warwick, scoring his first points of the season and indeed his first since the Belgian race of 1985. Despite a trapped nerve that was giving him some pain at the end, there was a wide grin on Del Boy's face as he hobbled back to the pit lane. Sixth and seventh were the Benettons of Teo Fabi and Thierry Boutsen, while Jonathan Palmer – off to get married the Thursday after the race – brought his Tyrrell, first of the normally aspirated

cars, home in eighth place – a mere five laps down on the leader after an engaging battle with his team-mate Philippe Streiff, whose engine became extremely unwell in the closing stages. Ninth and last was – you've guessed it – Pascal Fabre, bringing the AGS Ford home yet again, albeit six laps adrift. If consistency is the name of the game, Fabre is its leading player this season.

Prost's McLaren expired with electric trouble 12 laps from the finish, both Ferraris again failed to make it, and one by one they fell by the wayside as a second consecutive Williams one-two unfolded. Mansell set lap record after lap record in his thrilling pursuit of Piquet, leaving it at 1'09.832 on lap 58, and the others simply weren't at the races. With the Williams ready to stretch its legs again at Hockenheim, it would be a brave man indeed who put his money on any other entrant. Mind you, Prost is due to score the one win in every four races that is his approximate average – so spare a couple of dollars for an outside bet on the Professor...

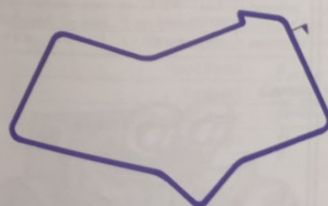
STUART SYKES

1987 FIA FORMULA ONE WORLD CHAMPIONSHIP Official Starting Grid

SHELL OILS BRITISH GRAND PRIX – SILVERSTONE

Silverstone

Length: 4.778 km
2.969 miles



5	N. MANSELL	GBR	1'07.180	–(1)–	1'07.110	6	N. PIQUET	BRA	
	CANON WILLIAMS-HONDA						CANON WILLIAMS-HONDA		
1	A. PROST	FRA	1'08.577	–(2)–	1'08.181	12	A. SENNA	BRA	
	MARLBORO McLaren TAG						CAMEL LOTUS HONDA		
19	T. FABI	ITA	1'09.246	–(3)–	1'08.972	20	T. BOUTSEN	BEL	
	BENETTON FORD						BENETTON FORD		
20	G. BERGER	AUT	1'09.408	–(4)–	1'09.274	27	M. ALBORETO	ITA	
	FERRARI						FERRARI		
2	S. JOHANSSON	SWE	1'09.541	–(5)–	1'09.475	8	A. DE CESARIS	ITA	
	MARLBORO McLaren TAG						BRABHAM BMW		
11	S. NAKAJIMA	JPN	1'10.619	–(6)–	1'10.012	7	R. PATRESE	ITA	
	CAMEL LOTUS HONDA						BRABHAM BMW		
18	E. CHEEVER	USA	1'11.053	–(7)–	1'10.654	17	D. WARWICK	GBR	
	U.S.F. & G. ARROWS MEGATRON						U.S.F. & G. ARROWS MEGATRON		
25	R. ARNOUX	FRA	1'12.402	–(8)–	1'12.293	24	A. NANNINI	ITA	
	LIGIER LOTO MEGATRON						MINARDI MOTORI MODERNI		
10	C. DANNER	BRD	1'13.337	–(9)–	1'12.632	9	M. BRUNDLE	GBR	
	WEST ZAKSPEED						WEST ZAKSPEED		
21	A. CAFFI	ITA	1'15.550	–(10)–	1'13.793	23	A. CAMPOS	SPA	
	LANDIS & GYR/OSELLA A.R.						MINARDI MOTORI MODERNI		
4	P. STREIFF	FRA	1'16.524	–(11)–	1'15.868	30	P. ALLIOT	FRA	
	COURTAULDS TYRRELL FORD						LARROUSSE LOLA FORD		
16	I. CAPELLI	ITA	1'16.692	–(12)–	1'16.644	3	J. PALMER	GBR	
	LEYTON HOUSE MARCH FORD						COURTAULDS TYRRELL FORD		
				–(13)–	1'18.237	14	P. FABRE	FRA	
							EL CHARRO AGS FORD		

Race Classification after 65 laps = 192.985 miles

POS.	NO.	DRIVER	NAT	CAR	TOTAL TIME	Mph	INT	B. TIME	LAP
1	5	N. Mansell	GBR	Canon Williams-Honda	1:19'11.780	146.200		1'09.832	50
2	6	N. Piquet	BRA	Canon Williams-Honda	1:19'13.698	146.149	1.818	1'10.632	62
3	12	A. Senna	BRA	Camel Lotus Honda	1:19'20.600	143.691	1 LAP	1'11.605	60
4	11	S. Nakajima	JPN	Camel Lotus Honda	1:19'34.522	141.040	2 LAPS	1'13.780	61
5	17	D. Warwick	GBR	U.S.F. & G. Arrows Megatron	1:19'48.012	140.636	2 LAPS	1:14.210	53
6	19	T. Fabi	ITA	Benetton Ford	1:20'09.905	139.996	2 LAPS	1'13.885	51
7	20	T. Boutsen	BEL	Benetton Ford	1:19'22.661	139.141	3 LAPS	1'14.162	54
8	3	J. Palmer	GBR	Courtaulds Tyrrell Ford	1:20'01.827	133.554	5 LAPS	1'13.543	53
9	14	P. Fabre	FRA	El Chorro AGS Ford	1:20'18.077	130.885	6 LAPS	1'10.745	50
10	4	P. Streiff	FRA	Courtaulds Tyrrell Ford	1:17'37.599	130.805	9 LAPS	1'14.102	43
11	9	M. Brundle	GBR	West Zakspeed	1:19'19.593	121.265	11 LAPS	1'13.346	49
12	1	A. Prost	FRA	Marlboro McLaren Tag	1:06'26.862	142.000	12 LAPS	1'12.846	49
13	27	M. Alboreto	ITA	Ferrari	1:06'43.065	138.843	13 LAPS	1'14.346	42
14	18	E. Cheever	USA	U.S.F. & G. Arrows Megatron	58'10.855	137.782	20 LAPS	1'18.859	34
15	25	A. Campos	SPA	Minardi Motori Moderni	45'35.006	132.872	31 LAPS	1'17.347	28
16	21	A. Caffi	ITA	Landis & GYR/Osella A.R.	42'03.216	135.553	33 LAPS	1'19.840	20
17	10	C. Danner	BRD	West Zakspeed	44'04.261	129.340	35 LAPS	1'14.814	17
18	7	R. Patrese	ITA	Brabham BMW	35'40.115	139.841	37 LAPS	1'14.380	14
19	2	S. Johansson	SWE	Marlboro McLaren Tag	22'43.755	141.075	47 LAPS	1'17.383	8
20	24	A. Nannini	ITA	Minardi Motori Moderni	17'02.193	104.563	55 LAPS	1'15.401	7
21	8	A. De Cesaris	ITA	Brabham BMW	10'17.086	138.566	57 LAPS	1'14.879	7
22	28	G. Berger	AUT	Ferrari	9'03.912	137.557	50 LAPS	1'18.924	7
23	30	P. Alliot	FRA	Larrousse Lola Ford	9'28.768	131.545	58 LAPS	1'17.552	3
24	25	R. Arnoux	FRA	Ligier Loto Megatron	4'06.766	129.942	62 LAPS	1'18.999	3
25	16	I. Capelli	ITA	Leyton House March Ford	4'11.348	127.573	62 LAPS		3

FASTEST LAP: 5 N. MANSELL (GBR) - LAP 50 TIME: 1'09.832 153.059 Mph

Retirements

No.	Driver	Car	Reason	Laps
4	Streiff	Tyrrell	Engine	57
9	Brundle	Zakspeed	Running, NC	54
1	Prost	McLaren	Electrics	53
27	Alboreto	Ferrari	Suspension	52
18	Cheever	Arrows	Engine	45
23	Campos	Minardi	Fuel pump	34
21	Caffi	Osella	Engine	32
10	Danner	Zakspeed	Gearbox	32
7	Patrese	Brabham	Engine cut out	28
2	Johansson	McLaren	Engine	18
24	Nannini	Minardi	Engine	10
8	De Cesaris	Brabham	Fire	8
28	Berger	Ferrari	Spin	7
30	Alliot	Lola	Transmission	7
25	Arnoux	Ligier	Engine	3
16	Capelli	March	Gearbox damaged	3

Drivers' World Championship

1	A. Senna	31
2	N. Mansell	30
3	N. Piquet	30
4	A. Prost	26
5	S. Johansson	13
6	G. Berger	9
7	M. Alboreto	8
8	S. Nakajima	6
9	A. De Cesaris	4
10	E. Cheever	4
11	T. Fabi	3
12	T. Boutsen	2
13	D. Warwick	2
14	M. Brundle	2
15	J. Palmer	2
16	R. Arnoux	1
17	I. Capelli	1
18	P. Streiff	1

Constructors' World Championship

1	Williams Honda	60
2	McLaren-Tag	39
3	Lotus Honda	37
4	Ferrari	17
5	Arrows Megatron	6
6	Benetton Ford	5
7	Brabham BMW	4
8	Tyrrell Ford	3
9	Zakspeed	2
10	March Ford	1
11	Ligier	1

CAMEL
Team Lotus
HONDACAMEL
RACE CARDGERMAN
GRAND PRIX
26/7/87
ROUND 8

CAMEL TEAM LOTUS HONDA are riding high after scoring their best team result of the season so far — third and fourth in the last round at Silverstone.

In fact the team are on top of the world as they head for the German Grand Prix at Hockenheim because number one driver Ayrton Senna currently leads the Formula 1 World Championship. He has 31 points — a point advantage over Williams pair Nelson Piquet and Nigel Mansell.

Ayrton's third place finish a fortnight ago in the seventh round matched his best-ever British Grand Prix result (set in 1984) and afterwards he said: "I am pleased to have scored some more

championship points and kept at the top of the World Championship table.

"The car was developed progressively through the Grand Prix weekend and that is encouraging even though we still have more work to do.

He added: "I'm looking forward to going to Germany. I did comparatively well there last year qualifying third and finishing second.

"It is not easy to get exactly the right set-up at Hockenheim because it has a combination of very fast straights and slow twisting corners which means you are juggling between one set-up that gives you straight line speed and another that gives you downforce."

A day after his fourth top-four finish in seven races Ayrton flew to Europe and the heavily wooded Hockenheim circuit for two days of intensive testing in preparation for the eighth round of the championship.

"The suspension and aerodynamic efficiency is a couple of per cent off some of the other leading cars and we would like to change that as quickly as possible," said Peter Warr last week before he flew to Germany to oversee the test session.

"Obviously our development programme is continuing at maximum pace," he added.

SMILING SATORU

Satoru Nakajima has every reason to celebrate after setting another piece of Japanese motor sport history. At the beginning of the season the popular Japanese driver set himself what now seems to be a modest target for the year.

"I said I wanted to score a World Championship point. Then I finished sixth in San Marino and fifth in Belgium and now fourth at Silverstone — so I have six points. You can't help but be pleased with that," said Satoru.

"I had no problem with the car at Silverstone. I enjoy racing there and I enjoyed the British Grand Prix. It will be a race I will remember not least because it was the first 1-2-3-4 finish for Honda powered cars in Formula 1," he added.

In fact the result last week was Satoru's third top-six finish of the season and puts him eighth in the

championship.

And Camel Team Lotus Honda now have one of the best records of reliability in Formula 1. Of 14 starts by the two cars they have failed to finish just three times — and only once because of mechanical or electrical failure (Ayrton/Brazil GP).

Team Lotus has won in Germany four times — twice in each of the last two decades ('61 Stirling Moss, '65 Jim Clark, '70 Jochen Rindt and '78 Mario Andretti) but have yet to notch up a victory in the 1980s. They will be looking to change that this year.

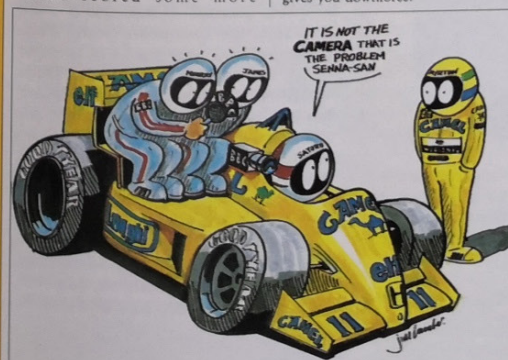
Ayrton Senna has raced in a German Grand Prix three times. Last year he qualified third and finished second. A year earlier he started fifth and failed to finish when a CV joint broke on the 27th lap and in 1984 he qualified 9th and crashed on the fourth lap when a rear wing broke loose.

Hockenheim Results in 1986:

- 1, Nelson Piquet (Williams)
- 2, Ayrton Senna (Team Lotus)
- 3, Nigel Mansell (Williams)
- 4, Rene Rosberg (Keke Rosberg)
- 5, Keke Rosberg (Keke Rosberg)
- 6, Alain Prost (McLaren)

Championship positions after Hockenheim 1986:

- 1, N. Mansell 51
- 2, A. Prost 44
- 3, Ayrton Senna 42
- 4, N. Piquet 38
- 5, K. Rosberg 38
- 6, J. Laffite/ R. Arnoux 14



Dr. Palmer



Born in London in 1956, Jonathon Palmer had his first full season in Formula One in 1983, driving for the RAM team with a parallel season in Canon-Porsche sports cars. In 1985 he joined ZakSpeed for a 2 year season and this year drives for Data General Team Tyrrell in F1 and Richard Lloyd Racing and Porsche in the Sports-Prototype World Championship.

Ruth Starke interviewed Jonathon Palmer at the Austrian Grand Prix.

Q: How did it come about that you first took up medicine as a career and then became a racing driver?

A: I was always fanatically interested in cars and driving fast, but I suppose I had no real contact with the racing world – certainly nobody in my family knew anything about racing when I was a youngster. My father was a doctor and I come from a professional background and had a good education – and I've always been a "sensible" sort of person. And the sensible thing to do was to follow a profession. Even if I'd decided at 15 or 16 that I wanted to go into motor racing, I don't know how I would have gone about it. It was either engineering or medicine and I decided on medicine for a number of reasons. I thoroughly enjoyed medical studies and I also thoroughly enjoyed working as a doctor, but I started motor racing as a hobby when I was at medical school and realised I was pretty good. And that really led on step by step to taking it up professionally. I can't see how anyone logically can say at 15 or 16, "I'm going to be a racing driver". You just don't know then whether you've got the ability or not. And it's stupid to say you're going to do something and commit yourself to a certain direction unless you know whether you've got the ability. A lot of people love speed and fast cars but they can't win Grands Prix!

Q: Were your parents horrified when you gave up medicine to be a racing driver?

A: My father had died 6 months before I made the decision and my mother knew she was never going to be able to influence what I did very much, and I think she felt so long as I was doing what I wanted and was doing it successfully, it was fine. She's not annoyed that I'm racing now – she has her anxious moments when she'd prefer me to be doing something slightly safer, but all my family are totally behind me.

Q: Do you remember your first Grand Prix?

A: Yes, Brands Hatch 1983 with Williams, the European Grand Prix. I suppose I was under a lot of pressure then... I was in a third car that Frank Williams very generously ran for me, having been their test driver for 2 seasons. Keke Rosberg and Jacques Lafitte were his drivers. We were running normally aspirated engines – Williams had Ford Cosworth engines and the turbos were coming in and we were struggling a bit. Anyway, Rosberg qualified 14th or 15th or something. I qualified 25th and 26th was Alboreto. Lafitte didn't qualify so I don't know

how pleased he would have been with me at Brands Hatch that year!

I was very nervous and as desperate as ever to do a good job and do the right thing – which is probably not the best way to be. I was over-anxious and if I'd relaxed a bit more and hadn't been quite so careful about looking after the car, I probably could have done better than I did. But I finished the race in 13th place.

Q: Do you still get nervous?

A: I don't get nervous now, but there is a continual pressure for every driver in F1. You're in a very high-pressure game of musical chairs and everyone's trying to grab the best chairs! You're on show every time you're sitting in a car – whether it's testing, practice, driving, qualifying or whatever, and you can't afford to have any off days. You have to work hard every time you drive to do the best job you can.

Q: You've had more success than Nigel Mansell in other Formulas: you won both the Formula 2 and Formula 3 Championships. Do you ever get envious of the exposure and publicity he gets from the British press?

A: No, my only reaction is that if Nigel gets this amount of press when he's doing as well as he is then obviously I'm going to be looking very good when I'm in the same situation.

Q: So you have hopes of attaining similar success?

A: Very much so! Nigel is unquestionably one of the fastest drivers in F1 at the moment. He's very, very good indeed and he's clearly blossomed in the last year or two. His driving has improved, he's got into the right car and I think he's become much more confident. And I think this is something all of us can benefit from. We get more confident

when we get more comfortable with a team and we go better, and that's certainly helped Nigel.

Q: Nigel has had great team support which must help a driver?

A: Yes, Williams are arguably the best team in F1. They build very, very good cars. Patrick Head is a genius of a designer and the way the team operates, their quest for perfection, is as strong as any team in F1, and that makes a very comfortable atmosphere for a driver to increase in confidence. And Williams are quite capable of running two equal cars as well.

Q: It obviously didn't work as well for Nelson Piquet as it did for Nigel?

A: Well, I think Nelson perhaps came into Williams with different ideas and expectations – it's very difficult to say because I don't know what sort of relationship Nelson had with the team. Obviously, he thinks he's been compromised.



Q: Nelson says he signed as a Number One driver and is not being treated as such?

A: Well, I would have thought there is no real reason why, in a team of Williams' financial backing and engineering expertise, Nelson shouldn't recognise that a driver of the calibre of Nigel ought to be given an equal opportunity. There should be a straightforward shared Number One status and they can thrash it out during the year.

Q: What's the relationship between you and Philippe Streiff?

A: It's fine, it's a good healthy, professional relationship. We live in different countries, I don't socialise with him, or any other Grand Prix driver. It's very difficult because inevitably you are competitors, but Philippe and I share information and we get on well on a professional level.

Q: You have a healthy rivalry?

A: Yeah, I think that's fair comment. He hates me beating him, and the same goes for me!

Q: Do you get team orders from the pits about your positions towards the end of a race?

A: We only have once and that was at Hockenheim when I was leading and I skidded wide off some oil and Philippe came through. I came back and closed the gap on him but then Ken held out a "Hold Position" board, which was pretty frustrating for me but you have to recognise team orders.

Q: Even if it means settling for a lesser position?

A: (Pause) Yes... in that instance, yes.

Q: Do you still do endurance racing?

A: Yes, I drive for the British Lloyd team, running a Porsche 962. I've carried on this year because back in January, when I spoke to Ken Tyrrell about a F1 drive, he couldn't give me any promises and said I ought to go away and at least get myself a competitive sports car drive - which I did. Of course, once I'd done that, he was able to offer me a F1 drive, but I couldn't then go back on an agreement with the Lloyd team. So I'm doing both in parallel but, obviously, F1 takes precedence.

Q: Why didn't you concentrate solely on endurance racing?

A: Endurance racing has always been an adjunct to vigorously pursuing a single-seater career. So it wasn't a question of going into sports car racing or endurance racing and then deciding to enter F1. F1 was very much my goal long before I thought of endurance racing.



Q: There are never many vacant positions further up the F1 ladder. Is this a source of some frustration?

A: Well, it makes life difficult for drivers like myself... we have to reach the top by a combination of working as hard as we can in all aspects of racing, and trying to demonstrate that we are better than people who are much more established at the top. But then again, you have to appreciate that there is nowhere else for drivers to move on to: F1 is the top. Unlike F2 or F3 or any other Formula you care to mention. The road stops at F1 and therefore the best drivers are going to concentrate there at the top. Obviously, at some stage, they'll retire, but there is very little evidence that drivers slow up much until they're well past 40, or become less good as Grand Prix drivers, so it really depends on an individual driver's motivation declining to a level where he wants to step down. People like Rosberg, for example, would be quite capable of running among the front drivers now. That's one aspect - another is that eventually everyone will retire! Whether their timing helps me or not is another question.

Q: What team would you like to drive for?

A: Any team that's going to be forward-moving, that has confidence in my ability and will help me towards the World Championship that I really want.

Q: Would you like it to be a British Team?

A: Yes, I think so. I'm moderately patriotic but I prefer to be in a British team

really, because I think the British teams are best and it's easier for me to work with an English speaking team.

Q: Is it glamorous being a F1 driver?

A: I suppose to a degree, yes. But I think the glamour is something people on the outside perceive far more than the people, who are supposed to be glamorous, feel! From the outside point of view, yes, a lot of people do think it's very glamorous, but from the inside the pressures of the job, the hard work, the frustrations, the concentration needed and things like that tend to dominate. And, of course, you get blasé about all the so-called "glamorous" aspects of the life, anyway. Like what? Well, the classic picture of the Grand Prix driver being surrounded by armfuls of beautiful women, for one!

Q: I understand your days of being surrounded by beautiful women are over now anyway?

A: (Laughs) Yes, that's right! I got married on July 16 so I'm now a faithful married man. I married Gill, whom I'd known for 7 years...

Q: What took you so long?

A: (more laughter) I suppose weakening resistance to the pressure of getting married! Gill's a nurse, I met her when I was a hospital doctor... yes, I know doctors always seem to marry nurses - couldn't break with tradition! We got married in Wales, which is where Gill comes from, and it was quite a big wedding, really super. Martin Brundle came, and Ken, and it was great fun.

Q: Does Gill come to races with you?

A: A few, not many, she gets pretty bored. Races are fairly boring places to be at for wives and girlfriends, I think.

Q: Would you agree that there isn't a particularly good record of successful marriages among race drivers?

A: Yes, I suppose that's true. I think it's particularly hard on wives. But I'm certainly confident that our marriage will last, probably because we've known each other for so long beforehand. And Gill's known me when I was a doctor, before I was a Grand Prix driver, when I was a struggling F3 driver, so she definitely wasn't seduced by the glamour! And she knows me now when I'm an F1 driver with a nice house and helicopter and it's easier to appear reasonably appealing. We live in the middle of the countryside near Basingstoke in a large 16th century farmhouse. Gill likes horse-riding and

we keep a couple of horses there. Me? No, I don't touch them! Too dangerous! I don't have the time anyway, but I'm very, very pleased for her to go riding. She does events and she's doing some competitions this weekend, I think. That's another reason I think our marriage is very healthy - she does her thing, I do mine and we come back and have something different to talk about.

Q: Can you picture yourself as a tax exile living in Monte Carlo?

A: I don't know, I don't think you can answer that unless you're in the situation of earning lots of money, and I'm not. So I would very much prefer to stay in England. I love England - most of the time, until the weather gets me down! I love the English countryside and the houses, villages, all of that. It would take a lot to make me leave.

Q: With all the frustrations, have you ever felt like giving up F1?

A: On the contrary! No, I've never, ever felt like that - Never! I'm one of the eternal optimists of the world and I always believe that if you work hard enough at something you'll get it. I never had a moment's doubt.

Q: Did you enjoy the Australian Grands Prix?

A: Oh yes, I did, tremendously! It was my first time in Adelaide, although I'd been racing in Australia before with Porsche, and it was a super Grand Prix! A very good combination of everything. I'll tell you the sort of things that impressed me. The first day I went to the circuit and I hadn't got the right pass for the car and in a lot of countries you get a stropky marshall refusing you entry and you have a big argument and spend 10 minutes persuading him who you are, but in Adelaide it was just, "No problem! But make sure you have the right pass tomorrow, won't you mate?" And that was a nice attitude. The other thing that impressed me about Adelaide was that, even on Sunday, when all the crowds had been there and the weather had been iffy and things like that, the toilets were still clean! And that makes a change, believe me!

Q: If there was one thing you could change about yourself, what would it be?

A: (Long pause) I don't think anything.

Q: You're perfect?

A: No, certainly not perfect! But one particular aspect of you can be both a strength and a weakness, can't it? And although there are lots of aspects of my personality I don't care for - I'm very selfish, for one - I'm not clever enough to know which ones to change.

Q: Are you superstitious?

A: No, I try to avoid all those pre-race

rituals like wearing a particular thing or doing something, because sooner or later you're going to forget it and then you get paranoid about doing badly in the race.

Q: How confident are you of winning the Colin Chapman Cup?

A: 80% - 90%.

Q: What would it mean to you to win it?

A: It will mean having achieved the objective of the season for me - as simple as that. It'll be more a negative thing for me if I don't win it. Then I'll have failed to achieve what I set out to do. For me, success is not something which I get excited or over-thrilled about - it's just what I expect. And failure is something I get very upset about. The norm for me, therefore, is to win this particular category. I'm not

going to win the World Championship. I know that - not this year! But if I have broadly similar equipment as I have this year, then I consider anything other than winning the Chapman Cup this year as a failure.

It's just that all through my racing career, I won the Formula 3 Championship, I won the Formula 2 Championship, I've now got this one to win and that's the goal of the season, that's my objective. Eventually, my aim is to win the F1 World Championship. Just when, I can't say. There are so many things out of my control... it's impossible to predict anything. All I can do is the best possible job for myself and the Data General Tyrrell Team this year and hope that takes me to greater success next year and the future.

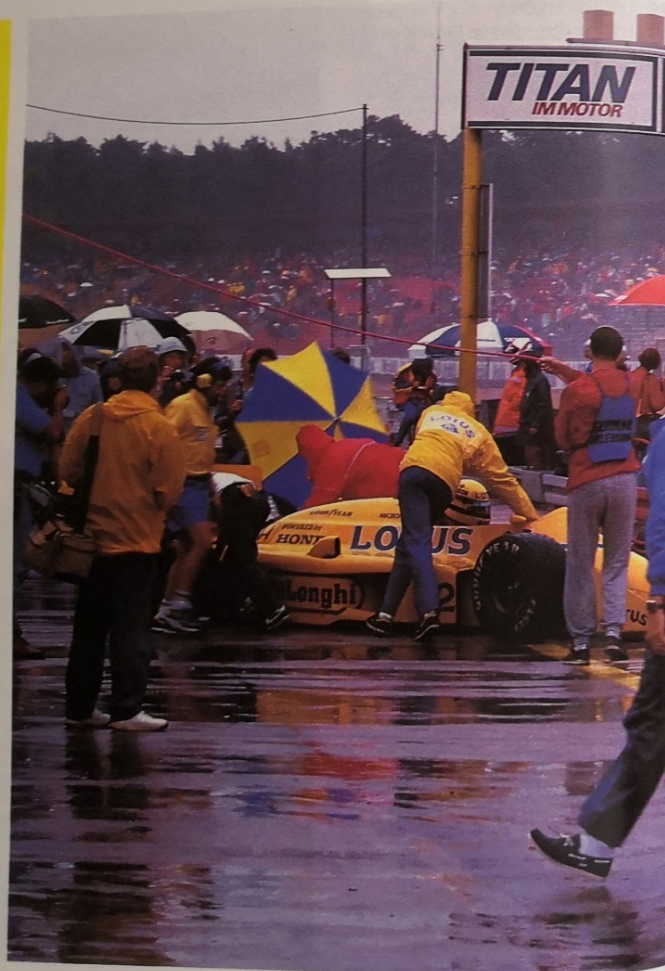


1987 FIA FORMULA ONE WORLD CHAMPIONSHIP

HOCKENHEIM

ROUND 8: GERMANY
JULY 26, 1987

There were two highlights during German Grand Prix weekend. Unfortunately neither of them had much direct connection with what was happening on the Hockenheim circuit during the eighth round of this season's World Championship. The first was Sunday morning's pilgrimage to the simple memorial, just on the left past the first chicane, which remembers the great Jim Clark. The Scot, whose death marked such a watershed in the development of Grand Prix racing, died in an accident during a meaningless Formula Two race at Hockenheim, and by the time we return there for the 1988 race it will be twenty years ago – two decades in which the sport has changed beyond recognition, and not necessarily for the better.



The second was a thrilling Ayrton Senna overtaking manoeuvre, in which his yellow Lotus scared past a slow vehicle and blasted away into the distance: the most notable fact being that this took place in the pit lane as the Brazilian sought to get to his own garage . . .

You may deduce from this that the 1987 German Grand Prix was not one of the most memorable races of recent years, and you would be right. The spoils went to Nelson Piquet's Williams Honda FW18B, but as in 1986 it was a victory by default. Then it was the McLarens that ran out of fuel; this year Nigel Mansell's Williams expired with engine failure and Alain Prost's McLaren-TAG gave up the ghost with five laps of the 44 left. Piquet had never been on the pace really, yet the eighteenth win of his outstanding career fell into his lap, and with it the leadership of the World Championship. One of the more interesting questions of the year is whether he now has the steel to go racing for the remaining rounds and take the third title, which many of us believe he still has in him.

Until fate stepped in and gave Nelson a push, it had been the familiar story: Mansell the dominant partner in the Williams leading. Mansell was in good form in and out of the car, and these days that spells trouble for the opposition, former World Champions or not.

One slight problem, come the race itself: Nigel dwelt on the line and off went Senna into the lead, the rest baying at his heels. Mansell was the first to blast past the Brazilian however, closely followed by Prost and Piquet as Senna was left to lament the lack of power – to say nothing of a collapsing active suspension that soon became inactive and left Ayrton to take some of the hardest-earned points of his young life in a car whose handling must have resembled the more nimble Sherman tanks in history.

For long enough – 25 laps to be precise – it was the Prost and Mansell show. Something had been done to give the World Champion more grunt (a new batch of engines arriving for the McLaren during the weekend) and Alain was clearly out to take full advantage. By lap eight the Frenchman led, though to be fair to Mansell he was playing a waiting game. "We were holding him comfortably", he would say later (why do drivers always say "We"? Who else is in there with them?), "but the engine just blew up. There was no warning – one minute it was working perfectly, the next it had gone". So it looked as though Prost would gain revenge for



The popular Senna is swamped by photographers

last year, when he made the graphic point of attempting to push his fuel-starved machine to the line. But no: with Piquet a distant second, and just five laps to go, we waited in vain for the red and white car to come back into the stadium complex before the start/finish line. Instead, the second Williams was now first up. What had gone wrong? "Alternator belt", smiled Prost wryly, after hitching a lift back on Piquet's victorious Williams. No song and dance: some people have the class to suffer the slings and arrows and still behave like the best in the world.

That apart, Hockenheim was a remarkable study in unreliability. At this quick, demanding track with the fear-somely long straights, who would have dared prophesise that three of the normally-aspirated quintet would not only finish, but finish in the points? So it turned out: as the big boys fell off, the



Left: Alain Prost bitches a ride with Nelson Piquet to the victory podium

Below: Philippe Alliot - Larrousse Lola Ford



little ones came out to play, headed by the likeable Tyrrell twins, Streiff and Palmer. Streiff, in fact, had a good weekend, being consistently on the pace in the category, and he must have enjoyed his second points finish of the year. "Pity Ken gave us the order to hold station", said Palmer later. "I was the first to arrive when Derek Warwick's Arrows put a lot of oil down and it lost me a lot of time. But I think I could have slipped past Philippe all the same".

Last man in the points, for the first time since Mexico last season, was another Frenchman, Philippe Alliot in the Larrousse Lola, but for once there was no luck for his compatriot Pascal Fabre. The man with more racing laps behind him this season than anyone else, suffered his first retirement of the year in the El Charro AGS. Ironically, on a day when the non-turbo cars were going so well, his engine packed in with less than a quarter of the distance gone. Fifth of the quintet, Ivan Capelli, had his own little dramas: learning the circuit for the first two days, he was struggling to find real pace and on the warm-up lap his Leyton House March threw in the towel. Back pounded Ivan, cheered by a sympathetic crowd, but seven laps were enough - the spare car was even more breathless than the driver.

Oh yes, and then there was Stefan Johansson. The Swede, who started his first season with McLaren so promisingly - in the points for the first three races - has had a barren run of four Grands Prix, but he gave Ron Dennis and his men something to smile about with a brave second place here in Germany. Brave? Well how would you like to drive your final lap with a tyre deflating from turn one, not knowing how close the next man was, and pushing it along at about 250 kph just to make sure you got there in time? No wonder the crew gave their man such a welcome when he got the car to the finish...

Ferrari had another fairly disastrous weekend, Alboreto retiring after ten laps and Berger nine laps later, both with the left turbo gone. Gerhard had made a forlorn appeal for the return of part of his rear wing too: it became detached in a violent accident on Friday afternoon and was removed by a quick-witted fan, who turned a deaf ear to Berger's offer of a replacement, with autograph and special seats for the race itself. Quick work at Maranello got a new one there in time, but it hardly seemed to matter by the end of the day. No joy either for the German Zakspeed team: electronic troubles plagued both Christian Danner and Martin Brundle,

while Derek Warwick had to park his Arrows with alacrity as a spectacular turbo fire engulfed its rear end. How vulnerable a driver must feel at times like those... But all in all, it was a low-key affair. No one, it seems, is too keen on Hockenheim, and as the circus packed up it was Hungary that occupied most minds. Piquet won the inaugural race on the Hungaroring. If he can repeat the feat, the title will loom larger in his apparently jaded eye - and the end of the season could just turn out to be as exciting as it was in 1986.

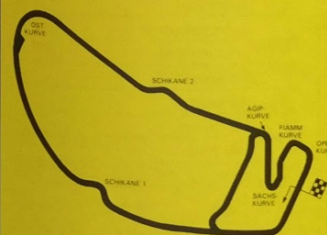
STUART SYKES



1987 FIA FORMULA ONE WORLD CHAMPIONSHIP Official Starting Grid GROSSER PREIS VON DEUTSCHLAND

Hockenheim

Length: 6.797 km
4.223 miles



5	N. MANSELL	GBR	1'42.616			12	A. SENNA	BRA
	CANON WILLIAMS-HONDA			(-1)-	1'42.873		CAMEL LOTUS HONDA	
1	A. PROST	FRA	1'43.202			6	N. PIQUET	BRA
	MARLBORO McLaren TAG			(-2)-	1'43.705		CANON WILLIAMS-HONDA	
27	M. ALBORETO	ITA	1'43.921			20	T. BOUTSEN	BEL
	FERRARI			(-3)-	1'45.066		BENETTON FORD	
8	A. DE CESARIS	ITA	1'45.411			2	S. JOHANSSON	SWE
	BRABHAM BMW			(-4)-	1'45.428		MARLBORO McLaren TAG	
19	T. FABI	ITA	1'45.497			28	G. BERGER	AUT
	BENETTON FORD			(-5)-	1'45.902		FERRARI	
7	R. PATRESE	ITA	1'46.096			25	R. ARNOUX	FRA
	BRABHAM BMW			(-6)-	1'46.323		LIGIER LOTO MEGATRON	
17	D. WARWICK	GBR	1'46.525			11	S. NAKAJIMA	JPN
	U.S.E. & G. ARROWS MEGATRON			(-7)-	1'46.760		CAMEL LOTUS HONDA	
18	E. CHEEVER	USA	1'47.780			24	A. NANNINI	ITA
	U.S.E. & G. ARROWS MEGATRON			(-8)-	1'47.887		MINARDI MOTORI MODERNI	
26	P. GHINZANI	ITA	1'49.236			23	A. CAMPOS	SPA
	LIGIER LOTO MEGATRON			(-9)-	1'49.668		MINARDI MOTORI MODERNI	
9	M. BRUNDLE	GBR	1'51.062			10	C. DANNER	BRD
	WEST ZAKSPEED			(-10)-	1'51.448		WEST ZAKSPEED	
30	P. ALLIOT	FRA	1'52.760			4	P. STREIFF	FRA
	LARROUSSE LOLA FORD			(-11)-	1'53.528		COURTALDS TYRRELL FORD	
3	J. PALMER	GBR	1'54.491			16	I. CAPELLI	ITA
	COURTALDS TYRRELL FORD			(-12)-	1'54.616		LEYTON HOUSE MARCH FORD	
14	P. FABRE	FRA	1'54.997			21	A. CAFFI	ITA
	EL CHARRO AGS FORD			(-13)-	2'07.753		LANDIS & GYR/OSELLA A.R.	

1987 FIA FORMULA ONE WORLD CHAMPIONSHIP - GROSSER PREIS VON DEUTSCHLAND

Race Classification after 44 laps = 299.068 km

POS.	NO.	DRIVER	NAT.	CAR	TOTAL TIME	Km/h	INT.	B. TIME	LAP
1	6	N. Piquet	BRA	Canon Williams-Honda	1:21'25.091	220.394	1:39.591	1'47.517	99
2	2	S. Johansson	SWE	Marlboro McLaren Tag	1:23'04.682	215.991	1 LAP	1'49.778	22
5	12	A. Senna	BRA	Camel Lotus Honda	1:22'52.066	211.617	1 LAP	1'49.187	5
4	4	P. Streiff	FRA	Courtaulds Tyrrell Ford	1:23'05.134	211.063	1 LAP	1'54.228	20
6	5	J. Palmer	GBR	Courtaulds Tyrrell Ford	1:23'06.022	211.025	1 LAP	1'54.294	20
6	30	P. Alliot	FRA	Larrousse Lola Ford	1:23'17.334	205.651	2 LAPS	1'54.771	7
7	1	A. Prost	FRA	Marlboro McLaren Tag	1:11'33.332	222.275	5 LAPS	1'46.807	24
8	9	M. Brundle	GBR	West Zakspeed	1:22'14.654	168.594	10 LAPS	1'49.742	34
9	26	P. Ghinzani	ITA	Ligier Loto Megatron	1:01'34.598	211.935	12 LAPS	1'52.512	5
10	23	A. Campos	SPA	Minardi Motori Moderni	55'27.378	205.909	16 LAPS	1'54.705	23
11	20	T. Boutsen	BEL	Benetton Ford	49'04.363	216.074	18 LAPS	1'49.864	4
12	5	N. Mansell	GBR	Canon Williams-Honda	45'51.785	222.303	19 LAPS	1'45.716	24
13	24	A. Nannini	ITA	Minardi Motori Moderni	47'36.687	214.140	19 LAPS	1'52.382	6
14	17	D. Warwick	GBR	U.S.F. & G. Arrows Megatron	43'51.402	215.513	21 LAPS	1'50.608	17
15	10	C. Danner	BRD	West Zakspeed	50'41.037	168.973	23 LAPS	1'54.464	7
16	28	G. Berger	AUT	Ferrari	55'36.262	217.630	25 LAPS	1'50.667	6
17	19	T. Fabi	ITA	Benetton Ford	54'16.681	214.154	26 LAPS	1'50.758	8
18	21	A. Caffi	ITA	Landis & Gyr/Osella A.R.	55'40.513	194.335	27 LAPS	1'55.549	5
19	8	A. De Cesaris	ITA	Brabham BMW	22'26.305	218.101	32 LAPS	1'50.436	7
20	27	M. Alboreto	ITA	Ferrari	18'55.976	215.402	34 LAPS	1'49.509	5
21	14	P. Fabre	FRA	El Charro AGS Ford	20'27.299	199.374	34 LAPS	1'58.770	2
22	18	E. Cheever	USA	U.S.F. & G. Arrows Megatron	17'51.982	209.341	35 LAPS	1'51.014	8
23	11	S. Nakajima	JPN	Camel Lotus Honda	18'21.658	199.901	35 LAPS	1'51.054	6
24	16	I. Capelli	ITA	Leyton House March Ford	14'06.952	202.236	37 LAPS	1'57.292	6
25	25	R. Arnoux	FRA	Ligier Loto Megatron	18'49.660	129.964	38 LAPS	1'53.433	2
26	7	R. Patrese	ITA	Brabham BMW	17'51.214	114.212	39 LAPS	1'53.002	3

FASTEST LAP: 5 N. MANSELL (GBR) - LAP 24 TIME: 1'45.716 231.462 Km/h

Retirements

No.	Driver	Car	Reason	Laps
1	Prost	McLaren	Alternator	39
26	Ghinzani	Ligier	Engine	32
23	Campos	Minardi	Engine	28
20	Boutsen	Benetton	Engine	26
5	Mansell	Williams	Engine	25
24	Nannini	Minardi	Engine	25
17	Warwick	Arrows	Turbo	23
10	Danner	Zakspeed	Driveshaft	21
28	Berger	Ferrari	Turbo	19
19	Fabi	Benetton	Engine	18
21	Caffi	Osella	Engine	17
8	De Cesaris	Brabham	Engine	12
27	Alboreto	Ferrari	Turbo	10
14	Fabre	AGS	Engine	10
18	Cheever	Arrows	Throttle linkage	9
11	Nakajima	Lotus	Suspension	9
16	Capelli	March	Electrics	7
25	Arnoux	Ligier	Electrics	6
7	Patrese	Brabham	Engine	5

Drivers' World Championship

1	N. Piquet	39
2	A. Senna	35
3	N. Mansell	30
4	A. Prost	26
5	S. Johansson	19
6	G. Berger	9
7	M. Alboreto	8
8	S. Nakajima	6
9	A. De Cesaris	4
10	E. Cheever	4
11	P. Streiff	4
12	J. Palmer	4
13	T. Fabi	3
14	T. Boutsen	2
15	D. Warwick	2
16	M. Brundle	2
17	P. Alliot	1
18	R. Arnoux	1
19	I. Capelli	1

Constructors' World Championship

1	Williams Honda	69
2	McLaren-Tag	45
3	Lotus Honda	41
4	Ferrari	17
5	Tyrrell Ford	8
6	Arrows Megatron	6
7	Benetton Ford	5
8	Brabham BMW	4
9	Zakspeed	2
10	March Ford	1
11	Lola Ford	1
12	Ligier	1

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It was the sign on the shiny aluminium briefcase that did it. One of those triangular yellow highway signs you see on Australian country roads. But this was Hungarry and one does not expect to see "Wombats for the next 7 km" on a briefcase in the foyer of a Budapest hotel.

The sticker underneath gave a hint. "I Sponsor an Animal at The Taronga Park Zoo" it proclaimed. My curiosity aroused, I peered closer and made out the name engraved in small letters beneath the picture of the wombat: Christian Danner.

The next day, I sought him out in the paddock of the Hungaroring. "Anyone who sponsors a wombat in Australia", I said firmly, "has to agree to an interview for a new Australian Grand Prix magazine". He saw the logic of this straight away. "You're on!" he said in his wonderfully idiomatic English, "and 'Crocodile Dundee' was a bloody beaut film!"

What with one thing and another it isn't until race day at the Osterreicherung that I manage to catch up with him in the Zakspeed motorhome. It doesn't seem to bother him that he has a drivers' briefing to attend and in only a few hours' time will be strapped into his race car on the starting grid.

Nothing seems to bother Christian Danner very much. I notice him twisting a multi-coloured thread bracelet on his wrist and ask him if this is a good luck charm.

"Nah!" he says dismissively, "I wear this Brazilian bracelet thing because I got it from my girlfriend and I leave it on because it makes her happy. But if you told me to rip it off, I'd rip it off no problem! I just wear it because it was from her, not because I think it's going to protect me or anything".

The mention of protection reminds me of the race about to start. Do racing drivers, who risk their lives nearly every day doing appallingly dangerous things, believe in God? Did he offer up a silent prayer, for example, before the light turned green?

Another snort of derision. "There's no time to pray even if I thought it would do any good! It's all up to me, anyway. Why should God help Christian Danner? I rely on myself and that's the best way. You need help from outside, sure, but God's a bit too far away".

Is this his religious philosophy then? He vehemently denies being religious. "No, no, not at all!" But then stops and reconsiders. "Well, let's put it this way. I'm a Roman Catholic from Bavaria which is a very, very conservative part of Germany and I was brought up that way, but I can't understand the Roman Catholic church and the Pope and their understanding of the world and its problems. I simply can't understand their approach to things and



because it is Australian and funny and has such a peculiar name. How many Europeans know what a wombat is? And this is the best part – I got a letter from the wombat! No, really, it is true. I will show you the letter if you don't believe me! It said, "Dear Christian, Thank you very much for sponsoring me. I'm particularly happy about the fact that you are my only overseas sponsor. Yours sincerely, W-O-M-B-A-T" and he draws the letters out slowly so that we can both almost picture the said wombat laboriously printing out its name on the Taronga Park letter-head.

The zoo's sponsorship scheme is certainly getting a lot of exposure around the GP circuits of the world. I say I hope the wombat's

enclosure at Taronga Park is sporting a similar sticker saying "I am sponsored by Christian Danner of West Zakspeed". He promises to look into it. The idea obviously appeals. F1 drivers are such sponsored creatures themselves, it's nice to see the situation reversed.

Besides the wombat, Australia holds many happy memories for him. "I've met a lot of people from Australia and read a lot about it, and everybody I've ever met from there seems to be on my wavelength. I had a great time in Adelaide – didn't see much because sponsors kept me too busy, but BMW took us out to dinner and that was nice because I met so many good people – but Sydney! One of the best memories I have is lunching on the beach at Doyle's... that place is magic, absolutely smashing!"

His girlfriend, Nicola Ensinger, a professional photographer who works mainly in films and fashion, accompanied him to the last Australian GP and is hoping to do so again this year. The couple live outside Munich in the Bavarian hills, in an old converted farmhouse. "It's a very, very cosy place, not big or sophisticated, but with everything there we need to be happy. It's good to go back there after every race. That's probably why I like this circuit here in Austria so much. It's a mighty circuit, so fast, but besides that, it reminds me of home... the trees, flowers, green hills, everything!"

Home is Munich where Christian was born 29 years ago. His father is Professor Max Danner, a well-known accident researcher and analyst, and he comes from a comfortable, professional background. At 19, he made his race debut in the Renault 5 Cup and began his career as a professional racing driver – not, perhaps, the sort of career path his education had prepared him for.

"My parents wanted me to be an engineer but I never wanted to be anything

else but a racing driver, and I was never interested in studying. My school was a very staid, old-fashioned one where the emphasis was on the classics. I mean, I didn't even learn English, which would have been of some practical use! Instead, I studied Ancient Greek and Latin". We agree that there is not much use for either language around the Grand Prix circuits. "But actually, it was quite interesting. I enjoyed Ancient Greek particularly. I was bad, mind you, but I enjoy languages."

I have already noticed that his English is idiomatic, almost accentless and – shall we say "colourful"? I wonder if perhaps he learnt it from Australian mechanics (of whom there are vast numbers in pit lane).

"You've noticed I can definitely swear in English? And in quite a few other languages too! No, I learnt my English in England, although I have talked to a lot of Australians, and no, I don't have any problems understanding the Aussie accent. It is a lot better accent than the bloody Yanks speak! But I can't imitate it apart from saying 'G'day mate!'"

Marriage is definitely not in the current picture. "Well, why should I? Whenever I feel I ought to, I will, but at the moment I'm quite happy without being married".

He sees no special difficulties in being married to a F1 driver – "What's the bloody difference between a F1 driver and anyone else?" – and on the subject of beautiful and obliging women hanging around the motorhomes is rather enigmatic. "Nicola knows what I'm doing and I know what she's doing so between us there is no problem".

Meanwhile, the diamond stud is flashing in the ear and Christian Danner is the only driver who wears an ear-ring so the question has to be asked.

"Oh, I started wearing it a long, long time ago, when I was about 15. And it's not a diamond actually, it's a crystal. I'm not that rich".

This is said in all seriousness. Not rich enough to afford a small diamond stud earring? I say I thought all F1 drivers were rich. This produces a veritable explosion of mirth and mild obscenities.

"Bloody hell! If I was rich I'd... I'd... (words almost fail him)... I'd be a lot happier than I am now! Bloody hell! I mean, this year is the first year in my career that I've earned some money. I always had money to survive, but I never had any money because I always put it back into my career. All the time, always!"

He needs time to recover from the shock of being thought rich. While he opens a can of soft drink, I wonder if I am brave enough to put my next question, which is about rich F1 drivers living in Monte Carlo. I do. Anyone who is kind to small Australian mammals is not going to throw me out of the motorhome.



"There are some reasons for going there to live, obviously, but to be rich is not necessarily the same as living in Monte Carlo. I actually hate the place. But I'm very optimistic and, yeah, I can visualise the day when Christian Danner earns a few bob!"

We drink to that pleasant thought and I ask him if, as the only current German F1 driver, he feels particularly patriotic.

"I'm not particularly patriotic but that might be a bit of an historical problem that every well-educated German has, because... well, the German public has got a big prejudice against being patriotic and nationalistic due to certain historical facts. Whenever the Germans have been in strong nationalistic mood it has ended in disaster. So, apart from some extremists, who are everywhere, anyway, we are a fairly liberal country. Myself in particular, I'm very open-minded and I enjoy meeting other people, other cultures. I love to live exactly where I am living, you understand, but still I'm very, very open so I can't call myself a typical Kraut! Yeah, it is surprising that I am the only German driver in F1 and that there haven't been many in the past. It would be good, for me in particular, if there were more. The more the better! It increases the popularity of F1 in any country to have national drivers. Look at Japan!"

He seems unsure of his plans for the future and that includes next year, even though his contract with Zakspeed does not end until the end of the 1988 season.



"Well, I can tell you one thing and that is that a contract is just a piece of paper, and I don't know what I am going to do next year", he says with a laugh and then, conscious of the fact that we are, after all, sitting in the West Zakspeed motorhome, immediately thinks better of these reckless words. "No, no, there is a chance I stay here next year, and I'm under contract so I'll wait and see. I don't know, it's too early".

He gets to his feet and peers through the door – to see if anyone of any significance has heard these carefree words? – and almost brushes his head on the ceiling of the motorhome. I remark that he must be about the tallest of the drivers.

"I'm not at all, actually", he grins. "It's just that I'm in the smallest f***ing car! Eddie Cheever's taller than me, Philippe Streiff's taller, Gerhard Berger's as tall. The problem is the car's so short. I mean, I've got no seat in the bloody car so I can't gain anything there, I've got the pedals as far forward as I can (and this is the trick, you just move the pedals further forward and the whole body slips into the car) and I can't do that because the car stops, there's just the front bulkhead, I can't move any further forward! That's it – I'm not the tallest, the car's just too short!"

I really can't stop laughing. "No, seriously!" he says, in mock exasperation. I get the strong feeling that there is more than mere lack of length causing frustration to the Zakspeed drivers, but there is no time to pursue it. He has a drivers' briefing to attend and I have about two minutes of interview left.

"How would you describe yourself?" I throw at him as he gathers up the wombat briefcase. He doesn't miss a beat. "Very analytical, clear-minded, just trying to understand myself and what is going on and then making the right decision and going with it – which takes a bit of will-power. But I've got that".

"Tell me what happens at drivers' briefings", I beg as we head out of the motorhome. "I've often wondered".

"Not much, I can tell you! You just sit there and the Clerk of the Course tells you the procedure, which is the same every race, anyway, and then Mr. President gets up and makes a speech about things that have happened or might happen or might not happen and gives bollockings to everyone, and Marco Piccinini asks for something and that's about it. The same every time".

I do think of one more question as he rushes off to his briefing. "What's your short-term ambition?" I call after him.

"I want to see 'Crocodile Dundee' in Munich!" he throws back over his shoulder. "Can't wait to hear how they will translate all those strange Australian idioms into German!"

RUTH STARKE

1987 FIA FORMULA ONE WORLD CHAMPIONSHIP

BUDAPEST

ROUND 9: HUNGARY
HUNGARORING, AUGUST 9, 1987

In sickness and in health, goes one of the more celebrated lines in exchanges between human beings: it might have been pressed into service in unusual context, as the second Grand Prix on the Hungaroring saw ailing drivers struggle with unwell cars, a healthy race lead turn into a sick joke for Nigel Mansell, and Nelson Piquet's World Championship prospects take a decided turn for the better.

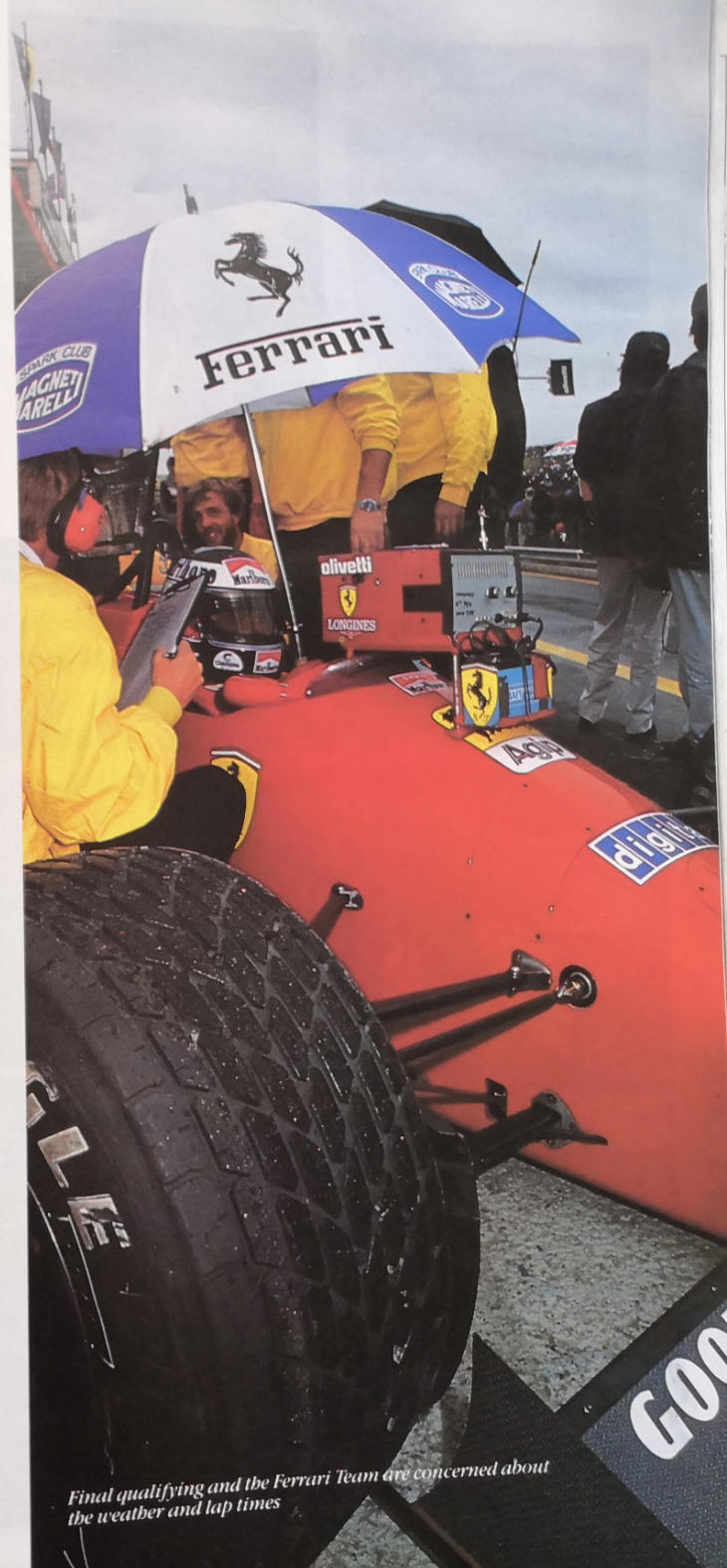


It was Williams Honda star Piquet, in fact, who stole the weekend thunder in more ways than one, starting before the racing activity even got under way. On Thursday came the news that Nelson, World Champion in 1981 and 1983, is going to drive for Lotus next season. It seems the guaranteed status of number one driver – something Nigel has made look distinctly dubious this year and last – made the Lotus deal an offer Piquet could not refuse. The silly season has started even earlier than usual, then, and the list of names tagged to the "Situation Vacant" at Williams is growing by the minute. And will Ayrton Senna now go to McLaren? If so, what of Stefan Johansson? And will Honda supply engines to Williams, Lotus and another team in 1988? Questions, questions . . .

Once the smoke had cleared from that little bombshell, it was back to business as usual when practice started. Mansell, serenely above all these goings-on, was quickest in first timed practice. Not only that, but towards the end of a session made difficult by wet-and-dry conditions and a marked absence of grip, the Englishman went two seconds faster than anyone else. With what proved to be pole-winning time of 1:28.047 he was almost a second and a half faster than the 1986 pole for the inaugural Hungarian race, and so it would continue, even though atrocious weather on Saturday meant Mansell's Friday time could not be bettered.

To the objective racing fan, however, something of equal note was going on: Ferrari were back at the front. The sight of the red cars always quickens the blood, the more so when they look like becoming competitive again. It was one of the ailing drivers, Gerhard Berger, who overcame his symptoms to set fastest time on Saturday and put a Ferrari on the front row for the first time in two years. In all four sessions, the Austrian and team-mate Michele Alboreto were in the top six, making it all the more disappointing that neither Maranello man made it to the end. After running strongly from the start, and threatening Mansell at one point, Berger was sidelined by a broken differential, while Alboreto's bid to take up the running ended with his engine's life on lap 44. Never mind: the thought of Ferrari coming strong again is enough to lift the hearts of all concerned with the well-being of Grand Prix racing in general.

And the sick joke? After the disappointment of Hockenheim, Mansell was out to prove his superiority from the start. To lead for 70 of the 76 Hungarian laps and have a massive victory taken away by something as



Final qualifying and the Ferrari Team are concerned about the weather and lap times

minor as a wheel nut was irony of the cruelist kind, but that is just what happened. Less dramatic than Adelaide, but just as fatal to his chances. The nut flew off the right rear and left the Williams weaving to a gentle stop. If Nigel does not take the title this year, one of its enduring images will be that of Mansell, head bowed, sitting on the barrier before walking slowly back to the pits. Isn't sport unkind?

Not, at this moment, to Nelson Piquet: second from lap 29 onwards, the Brazilian never got close enough to suggest he could do anything about the Mansell lead and had clearly settled for second-best, well before fate played into his hands again. Once Mansell had gone, and with Alain Prost's McLaren misfiring its way to third place, Nelson cruised home by the margin of 37 seconds – almost as wide as the grin on his face as he opened up a lead of 18 points over Mansell in the title stakes.



Left: Nelson Piquet prepares himself for race day

Below: Rene Arnoux punches the turbo-boost button in the Ligier Megatron.



Nelson had his own problems, notably a worsening vibration which, in his own quaint phrase, meant the car was "shaking like a hot banana". The effect of heat on bananas must surely be one of the more esoteric pieces of driver information the Williams boys have had to contend with . . .

Of the rest, bravest of the lot was Derek Warwick, the other driver fighting against illness. Not only did the Arrows man have raging 'flu symptoms, he also had an eye infection. In the second timed session, Derek missed two braking points and decided that was the moment to admit to himself he was not on top form. In the race itself he was shunted from behind by team-mate Eddie Cheever, pitted for repairs and still managed to bring the car home in sixth place. "I was falling around in the car", he confessed after what must rank in its own way as one of the outstanding drives of the season.

Other placings? Ayrton Senna, in a Lotus with Gerard Ducarouge's new low-profile bodywork design, strove manfully all weekend and was rewarded with second place, keeping him within sight of Piquet in the table. He too suffered from severe vibration that left him extensively bruised, although his mind was concentrating on his duel with the hard-driving

Thierry Boutsen in the leading Benetton. Hampered by brake problems from the start and low boost at the end, the Belgian did a good job to claim fourth spot behind Prost, while Riccardo Patrese took another two points for Brabham with fifth place.

Just outside the points, but well in command of the Jim Clark and Colin Chapman categories for the non-turbo cars, was Jonathan Palmer in the first Tyrrell, following another good scrap with teammate Philippe Streiff. The tall Frenchman found a nice new phrase for the state of play as the cars looked for grip and grid positions on Friday: "a real gymkhana", was his expression as he put his Tyrrell in the first normally-aspirated slot for the race itself.

That, then, was Hungary – except to recall the sickest part of the joke for Mansell. His misfortune on Sunday was not quite the present the Englishman might have expected on his 33rd birthday . . . Would Austria in a week's time have better luck in store as he lined up for his 100th Grand Prix?

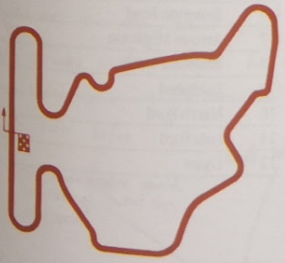


STUART SYKES

1987 FIA FORMULA ONE
WORLD CHAMPIONSHIP
Official Starting Grid
2ND HUNGARIAN GRAND PRIX

Hungaroring

Length: 4.014 km
2.494 miles



28	G. BERGER	AUT	1'28.549	-(1)-	1'28.047	5	N. MANSELL	GBR	CANON WILLIAMS-HONDA
1	A. PROST	FRA	1'30.156	-(2)-	1'29.724	6	N. PIQUET	BRA	CANON WILLIAMS-HONDA
12	A. SENNA	BRA	1'30.387	-(3)-	1'30.310	27	M. ALBORETO	ITA	FERRARI
2	S. JOHANSSON	SWE	1'31.228	-(4)-	1'30.748	20	T. BOUTSEN	BEL	BENETTON FORD
7	R. PATRESE	ITA	1'31.586	-(5)-	1'31.416	17	D. WARWICK	GBR	U.S.F. & G. ARROWS MEGATRON
19	T. FABI	ITA	1'32.452	-(6)-	1'32.336	18	E. CHEEVER	USA	U.S.F. & G. ARROWS MEGATRON
4	P. STREIFF	FRA	1'33.644	-(7)-	1'32.628	8	A. DE CESARIS	ITA	BRABHAM BMW
3	J. PALMER	GBR	1'33.895	-(8)-	1'33.777	30	P. ALLIOT	FRA	LARROUSSE LOLA FORD
16	I. CAPELLI	ITA	1'34.426	-(9)-	1'34.297	11	S. NAKAJIMA	JPN	CAMEL LOTUS HONDA
24	A. NANNINI	ITA	1'34.770	-(10)-	1'34.518	25	R. ARNOUX	FRA	LIGIER LOTO MEGATRON
9	M. BRUNDLE	GBR	1'35.754	-(11)-	1'35.594	21	A. CAFFI	ITA	LANDIS & GYROSSELLA
23	A. CAMPOS	SPA	1'36.067	-(12)-	1'35.930	10	C. DANNER	BRD	WEST ZAKSPEED
14	P. FABRE	FRA	1'37.730	-(13)-	1'36.109	26	P. GHINZANI	ITA	LIGIER LOTO MEGATRON

Race Classification after 76 laps = 305.064 km

POS.	NO.	DRIVER	NAT.	CAR	TOTAL TIME	Km/h	INT.	B. TIME	LAP
1	6	N. Piquet	BRA	Canon Williams-Honda	1:59'26.793	153.239		1'30.149	63
2	12	A. Senna	BRA	Camel Lotus Honda	2:00'04.520	152.436	37.727	1'32.426	43
3	1	A. Prost	FRA	Marlboro McLaren Tag	2:00'54.249	151.391	1'27.456	1'31.602	57
4	20	T. Boutsen	BEL	Benetton Ford	2:00'08.522	150.347	1 LAP	1'32.524	39
5	7	R. Patrese	ITA	Brabham BMW	2:01'00.034	149.280	1 LAP	1'34.387	42
6	17	D. Warwick	GBR	U.S.F. & G. Arrows Megatron	1:59'59.527	148.528	2 LAPS	1'34.163	53
7	3	J. Palmer	GBR	Courtauld's Tyrrell Ford	2:00'01.166	148.494	2 LAPS	1'34.824	61
8	18	E. Cheever	USA	U.S.F. & G. Arrows Megatron	2:00'09.430	148.324	2 LAPS	1'32.603	68
9	4	P. Streiff	FRA	Courtauld's Tyrrell Ford	2:00'24.789	148.008	2 LAPS	1'35.069	62
10	16	I. Capelli	ITA	Leyton House March Ford	2:00'36.164	147.776	2 LAPS	1'34.926	70
11	24	A. Nannini	ITA	Minardi Motori Moderni	1:59'53.434	146.645	3 LAPS	1'34.519	70
12	26	P. Ghinzani	ITA	Ligier Loto Megatron	2:00'20.411	146.097	3 LAPS	1'36.045	53
13	14	P. Fabre	FRA	El Charro AGS Ford	2:00'17.653	142.148	5 LAPS	1'36.043	61
14	5	N. Mansell	GBR	Canon Williams-Honda	1:49'22.706	154.133	6 LAPS	1'30.298	65
15	21	A. Caffi	ITA	Landis & Gyr/Osella	1:48'34.176	141.971	12 LAPS	1'37.046	18
16	25	R. Arnoux	FRA	Ligier Loto Megatron	1:35'23.287	143.916	19 LAPS	1'37.169	17
17	30	P. Alliot	FRA	Larrousse Lola Ford	1:19'14.897	145.875	28 LAPS	1'35.210	47
18	9	M. Brundle	GBR	West Zakspeed	1:15'32.507	143.468	31 LAPS	1'36.195	41
19	27	M. Alboreto	ITA	Ferrari	1:08'01.732	152.231	33 LAPS	1'32.679	39
20	8	A. De Cesaris	ITA	Brabham BMW	1:09'57.141	148.045	33 LAPS	1'34.039	34
21	2	S. Johansson	SWE	Marlboro McLaren Tag	22'35.992	149.194	62 LAPS	1'34.843	14
22	19	T. Fabi	ITA	Benetton Ford	22'54.115	147.226	62 LAPS	1'35.210	14
23	23	A. Campos	SPA	Minardi Motori Moderni	23'51.698	141.305	62 LAPS	1'39.486	13
24	28	G. Berger	AUT	Ferrari	20'54.820	149.707	63 LAPS	1'33.826	12
25	10	C. Danner	BRD	West Zakspeed	5'17.718	136.446	73 LAPS	1'39.650	3
26	11	S. Nakajima	JPN	Camel Lotus Honda	2'30.651	95.920	75 LAPS	2'30.651	1

FASTEST LAP: 6 N. PIQUET (BRA) - LAP 63 TIME: 1'30.149 160.295 km/h

Retirements

No.	Driver	Car	Reason	Laps
5	Mansell	Williams	Wheel nut	70
21	Caffi	Osella	Fuel	64
25	Arnoux	Ligier	Electrics	57
30	Alliot	Lola	Spin	48
9	Brundle	Zakspeed	Turbo	45
27	Alboreto	Ferrari	Engine	44
8	De Cesaris	Brabham	Gearbox	44
2	Johansson	McLaren	Differential	14
19	Fabi	Benetton	Gearbox	14
23	Campos	Minardi	Accident	14
28	Berger	Ferrari	Differential	13
10	Danner	Zakspeed	Electrics	3
11	Nakajima	Lotus	Driveshaft	1

Drivers' World Championship

1	N. Piquet	48
2	A. Senna	41
3	N. Mansell	30
4	A. Prost	30
5	S. Johansson	19
6	G. Berger	9
7	M. Alboreto	8
8	S. Nakajima	6
9	T. Boutsen	5
10	A. De Cesaris	4
11	E. Cheever	4
12	P. Streiff	4
13	J. Palmer	4
14	T. Fabi	3
15	D. Warwick	3
16	M. Brundle	2
17	R. Patrese	2
18	P. Alliot	1
19	R. Arnoux	1
20	I. Capelli	1

Constructors' World Championship

1	Williams Honda	78
2	McLaren-Tag	49
3	Lotus Honda	47
4	Ferrari	17
5	Tyrrell Ford	8
6	Benetton Ford	8
7	Arrows Megatron	7
8	Brabham BMW	6
9	Zakspeed	2
10	March Ford	1
11	Lola Ford	1
12	Ligier	1

CAMEL
Team Lotus
HONDACAMEL
RACE CARDHUNGARIAN GP
ROUND 9
AUSTRIAN GP
ROUND 10

LOTUS BATTLE ON

Ayrton Senna will be looking to re-take the lead in the Drivers World Championship as it moves into eastern Europe for Rounds nine and ten. First the series goes to the Hungaroring and then onto the foothills of the Styrian Mountains and the Osterreicherung in Austria.

Just four points separated the 27 year-old Brazilian from fellow countryman Nelson Piquet after his win in the last round in Germany. Senna stole pole from Piquet in Hungary last year — the country's first Grand Prix for 50 years and led for the first 11 laps before going on to finish second.

That race saw Team Lotus' best



result of the season with Johnny Dumfries taking the second car to fifth place.

And this year Senna and his new team-mate Satoru Nakajima will be armed with a new low profile rear bodywork being used for the first time.

"I'm looking forward to racing at the Hungaroring because it is a challenging circuit with a lot of twists and turns," said Ayrton.

Satoru will face the challenge of coming to grips with yet another new circuit — something he is getting used to as the Formula 1 Championship switches from continent to continent.

If the Hungaroring has pleasant

memories for Senna and the team, the same cannot be said for the Osterreicherung. Ayrton qualified eighth there last year and it was one of his worst grid starts since the Austrian Grand Prix the previous year.

That year Ayrton's race lasted only 13 laps as both of the team's cars failed to finish at Knittelfeld, one of the most picturesque settings in the Formula 1 calendar.

Senna's first Grand Prix in Austria, 1984, ended in disappointment too. He started 10th and climbed as high as third on the 31st lap before he was forced to retire with oil pressure problems.

But Ayrton's first race in Austria

with Team Lotus, in 1985 started badly — the car was 14th on the grid — but ended magnificently with Senna taking second place.

Austrian Grand Prix Results in 1986:

1. Alain Prost (McLaren).
2. Michele Alboreto (Ferrari).
3. Stefan Johansson (Ferrari).
4. Alan Jones (Lola).
5. Patrick Tambay (Lola).
6. Christian Danner (Arrows).

Championship Points after Austria '86: 1st Nigel Mansell 55. 2nd Alain Prost 53. 3rd Ayrton Senna 48. 4th Nelson Piquet 47. 5th Keke Rosberg 19. 6th Jacques Laffite 14.

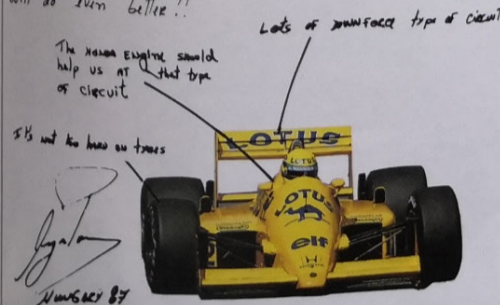
AUSTRIA '87
Senna says:

"It's one of the fastest circuits with long fast corners and high speed straight lines. The aerodynamics again will play a very important part in the car's performance. In these years I've only finished once, that was back in 85 — a 2nd place. If we can do the same this time should be a good result."

Even so important to have good power from the Honda engine

HUNGARY '87
Senna says:

"I like the place, it's a hard driving circuit with restricted level of grip, most of it is medium to low speed corners and it should be a good circuit for our car. Last year we did very well and I hope in 87 we will do even better!"



Hungarian Rhapsody

THE HUNGARIAN GRAND PRIX

By Ruth Starke



All photographs by Ruth Starke

"You will observe", says Ken Sparkes, as we head along the road to the Hungaroring. "how difficult it is to get to this circuit... the traffic jams, the lack of directions, the officious police everywhere".

He is being facetious, of course, because we are positively zooming along a very well sign-posted, multi-lane highway, lined with fields of sunflowers and way, lined with friendly motorcycle police-patrolled by trendy blue pit suits. Most men clad in trendy blue pit suits. Most days it takes a mere 20 minutes or so to drive the 12 miles from Budapest - on race days perhaps 30 minutes.

At the circuit there is parking for about 40,000 cars, and it is also accessible by train or bus, a special Hungaroring station having been erected, with special express trains and buses operating on all three days. It would have to be the most easily reached permanent GP circuit on the calendar.

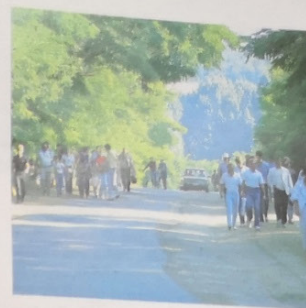
But that is one of the surprises of the Hungarian Grand Prix, and there are plenty more of them to surface in the next few days.

He is a useful man to know, Ken Sparkes, in a city jam-packed with the Grand Prix circus and thousands of fans flowing in from neighbouring countries to fill all available hotel rooms. I had tried for three weeks beforehand to confirm accommodation, telexing all known hotels without success and never even rating an answer from the State Tourist Bureau, Ibusz.

But Ken (on his second visit) and his cameraman, Ron Croft, are here to do some filming for Australian television and are being looked after by the national network, Magyar Television, who not only provide us with a van, a driver and an assistant, but find us all accommodation in a grand old thermal hotel on an island in the middle of the Danube. In the lifts are alarming pictures of people being pounded with black mud and bathing in hot mineral waters with electrodes protruding from bodily parts, and the corridors are full of shuffling guests in bathrobes and rubber caps. But the hotel (which has a casino) is in the middle of a quiet, beautiful park. There are outdoor cafes and orchestras playing and the Danube is right there, just beyond our balconies.

This doesn't sound much like life in a Socialist State, but Budapest is the biggest surprise of all. The sweep of city along the river is stunningly beautiful, with its bridges, elegant boulevard lined with outdoor cafes and enormous castle perched on a hill and softly illuminated at night.

The leafy squares are alive with musicians, singers and street theatre, small boutiques crammed with trendy fashions line the narrow paved streets and the coffee-houses, cafes and restaurants are packed with locals and visitors enjoying the spicy Hungarian cuisine and excellent wines.



Sometimes it is hard to move in the streets because they were not built to cope with modern traffic and there is a law which now allows small cars of a certain size to park on the pavements, providing they leave at least one metre clear for pedestrians.

But go across the river to Old Buda (or is it Pest?), to the picturesque Castle Hill area, and you could almost be in another century, especially at night when the old lamps are lit. St. Matthias' church is floodlit and the cobbled streets are alive with the sound of a thousand gypsy violins.

Gypsy violins almost come with the menu in Budapest. There is hardly an eating house in the entire city where you will dine unaccompanied by a Hungarian Rhapsody, played close to your ear by a swarthy, moustachioed musician clad in embroidered waistcoat and knee boots.

If you like goulash and paprika the food is good with local wines cheap and very good, (but beware the Bull's Blood variety!) There is a certain sameness in the restaurant menus, which could see you running out of choices in less than a week, but some specialties, such as goose liver and spicy goulash soup, are so good you keep coming back for more. And the restaurants themselves are invariably wonderful, with loads of period atmosphere, wooden panelling, high frescoed ceilings and moustachioed waiters running about in long white aprons down to the ground. (Most Hungarian men and all Hungarian waiters have moustaches!)

There is not a lot about to remind you Hungary is staging its second Grand Prix. There are a few posters in hotels. There is one poster taped to the wall in the ancient arrivals hall of the international airport. And there are race fans buying tickets at the Ibusz office which stays open until midnight.

Despite this, some 165,000 plus turn out for the Grand Prix (the biggest attendance for any this year). The race is televised live throughout the country and a local radio station starts its broadcast early on Sunday morning and continues throughout the day, with three different commentators providing an excellent coverage.

Fans pour in from neighbouring socialist countries very early on the Sunday morning (it is the only Grand Prix most will get to attend) and by noon, the stands and the grassy slopes surrounding the Hungaroring (which have been half empty for the first two days: most fans can only afford a one-day ticket) are densely populated. Food and drink stalls are few and far between so most race-goers bring their own, and the colourful souvenir stalls, bedecked with waving Ferrari flags, Marlboro

umbrellas and driver T-shirts, that are so much a feature of other European circuits, are missing. The promoters and sellers don't come because they are prohibited from taking Hungarian money out of the country. So local fans have to make do with a few badly made T-shirts in too small sizes, polyester scarves and – in one case – plastic pedal cars adorned with an F1 sticker!

But there are more plusses than minuses. The general admission areas give up to 90% visibility of the circuit and room for more than 145,000, while the stands seat a further 32,000. The broadcasting boxes are comfortable and can take 4 or 5 people, and the media centre has its own buffet and snack bar with outdoor seating on a wide terrace that overlooks the pits. Security is good but not officious.

The organisers have put together an interesting three-day programme of events, including the almost obligatory Vintage Car Parade, but also featuring an international bicycle race and "Lady Racing". The latter attracts some of the best women drivers in Europe, including Lili Reisenbichler, who has driven practically everything on wheels you can name (Ford Sierras, sports cars, bikes, F1) and for some very well-known names (BMW, Zakspeed, Minardi). She has just come from driving at Brno, Czechoslovakia with Hans Stuck and expresses interest in racing at Bathurst (she's heard it resembles the old Nurburing). Also in the line-up is the blonde, spike-haired Swede, Asa Johansson, looking remarkably like her famous brother Stefan.

At the first Hungarian Grand Prix, the luscious Grid Girls got more than their share of media attention as they posed on the starting grid in their brief bra-less tops

and tiny satin shorts that climbed halfway up their backsides. It was not an image that particularly pleased the organisers or Allsport Management, the company responsible for all promotional and advertising activity at Grand Prix circuits.

Ann Richard from Allsport says the image they are looking for is "class, rather than soft-porn", and she is here to make sure instructions are being adhered to. This year's Grid Girls have been ordered to appear in trousers, matching shirts and caps (provided by the sponsor, Marlboro), and to smarten up their act generally. "It was such a headache last year", Anne sighs. "The whole thing has to be so precisely timed and the girls got so carried away with all the media attention, they posed endlessly and wasted so much time!" Anne is a warm, friendly, gorgeous girl who looks as though she would have trouble controlling a trained Cocker Spaniel, let alone 24 egotistical models in front of a hundred or more international cameras, so she has wisely brought along an ex-Police Sergeant who can bark out orders in Hungarian and pull the stragglers into line.

Alas, when the girls pour out of the bus and into the waiting arms of the press, they are wearing tiny red skirts that barely cover the bikini line. But they are wearing shirts and caps. Anne rolls her eyes and marches them into a cordoned-off area, where they are put through their paces by the ex-Police Sergeant to the accompaniment of collective panting from the mass of photographers herded behind the cyclone fence.

By the time they have stood for 30 minutes or more, holding their placeboards on the starting grid, the thrill has worn off quite

considerably and it is difficult to find one still smiling. Anne says they get paid a nominal amount and get to keep their outfits.

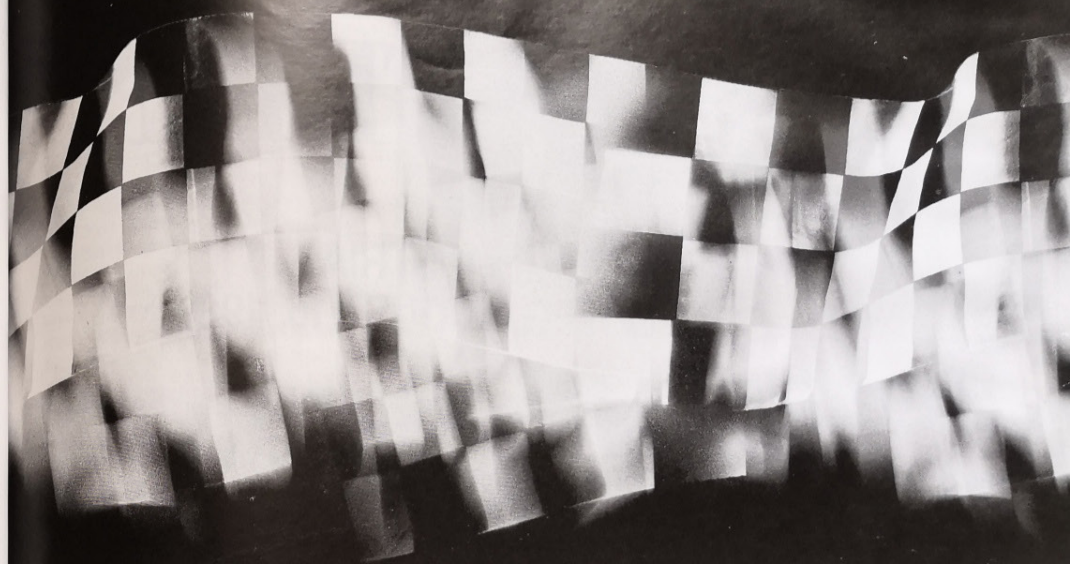
The eventual winner of the Grand Prix, Nelson Piquet, gets to keep a magnificent hand-painted porcelain vase, made locally by Hollohaza. In fact, he gets to keep two of them, one for his own collection and one for the Williams' team. He now has a matching set because he won the 1986 race as well, and he says that they are about the nicest trophies he has. Some are so awful, he claims, that you hardly want to keep them, but the Hungarian ones are magnificent.

On the evening news, the Grand Prix gets a very brief mention towards the end of the service because, after all, there are more important things in life and party politics come first. But others have the priorities right and there is not a spare table to be had at any hotel or restaurant. (At the reception desk of our hotel, I overhear a certain team official on the telephone pleading for a restaurant reservation for 15. "But we are with the famous French racing driver..." he is saying – in vain.) The cities of Buda and Pest, and the pleasure boats on the Danube in between, are throbbing with the sound of gypsy violins and cash registers.



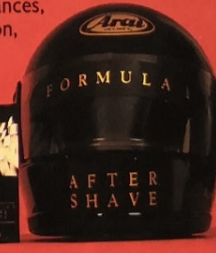
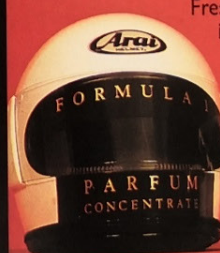
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1987 FIA FORMULA ONE WORLD CHAMPIONSHIP

AUSTRIAN

ROUND 10: AUSTRIA
ZELTWEG, AUGUST 16, 1987



By 4 p.m. Sunday, it looked as if the 1987 Austrian Grand Prix could well be renamed the Clayton's Grand Prix – the Grand Prix you have when you're not having a Grand Prix.

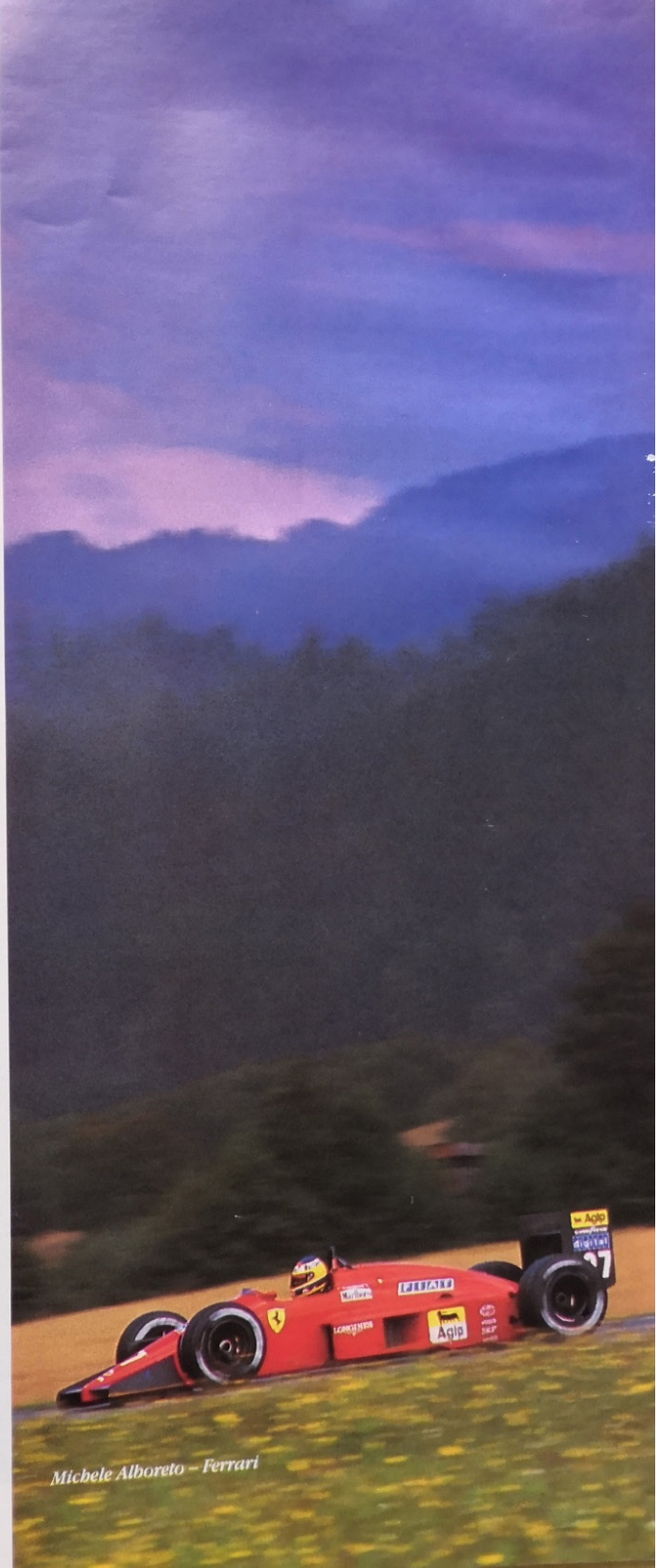
A crash at the first chicane in the opening seconds of the race, a second crash after the restart (a direct result of Zeltweg's dangerously narrow grid) and a deer which ran across the track during Friday's practice, nearly ending Stefan Johansson's life as well as its own, must have given FISA President Balestre as big a headache as that suffered by the eventual winner, Nigel Mansell. For the race ended as it had started, with an accident. The unfortunate Brit almost knocked himself unconscious when his head struck a steel girder on the way to the victory podium. It was just one of those weekends . . .

Mansell was, quite simply, unstoppable over the 52 laps of Zeltweg's 3.7 miles in that glorious countryside. He took over the lead from team-mate Nelson Piquet with a superb manoeuvre on lap 20, using slower cars to swoop inside then out and away as the Brazilian stayed stranded behind the back-markers for a moment. The move reflected Nigel's brilliant overtaking effort at Silverstone and will remain one of the highlights of his 1987 Championship.

Austria will also be memorable for the fact that they had to start the 1987 race three times. Twice they crept away, Mansell hampered by a slipping clutch, and twice all hell broke loose as the cars jockeyed for position on the narrow pit straight. The second pile-up was the bigger of the two, leaving nine cars tangled and forcing Alex Caffi's Osella and Philippe Streiff's Tyrrell out of the race altogether. Mansell was relatively untouched by all this mayhem: starting alongside Piquet, who took the pole with a 1:23.357. In Friday's favourable conditions he surged away at the green, only to be left looking for traction as his clutch threatened to burn out. Second time around, many observers thought Riccardo Patrese's Brabham was at fault for chopping across behind the Englishman and collecting what looked like the rest of the field. Be that as it may, a number of drivers switched cars hastily and several started from the pit lane when the race got under way – 100 minutes late for what was Mansell's 100th Grand Prix.

Polesitter Piquet got away strongly into the lead for the third time in a row, with the Benetton of Thierry Boutsen and Gerhard Berger's resurgent Ferrari between Piquet and Mansell. The other major contenders – Prost, Alboreto, Senna – all started late, Prost's TAG engine refusing to fire, Alboreto's Ferrari with a wrongly-fitted steering-wheel, and Senna's Lotus with a spluttering engine. Berger's hopes of impressing his home fans, on his first drive for them in a scarlet car, came to nought when the engine expired after just five laps, while the Boutsen charge faltered with a loose gear linkage, just as the Belgian looked hard at his chances of stealing the lead. Thierry would do well, eventually, to recover and take a fighting fourth place, behind team-mate Teo Fabi: the little Italian made life difficult for himself by overshooting on his first attempt at a pit stop, but drove a hard race that might otherwise have seen him take a crack at second spot in the closing stages.

Once the two B's had gone it was another Williams one-two, the third of the season and Frank's fifth consecutive win. Once Nigel had passed Nelson and



Michele Alboreto – Ferrari

the pit stops were out of the way, he stretched his lead at will as Piquet relaxed into what he would later describe as a tactical drive for Championship points. Much of the attention, therefore, focussed on the McLarens, which had one of those weekends that make wisdom teeth look like very minor irritants indeed. Take Stefan Johansson, for example: on Friday morning, getting close to flat chat in sixth gear, the Swede crested one of the Osterreichring's many rises, to be confronted by a deer. Swerve to the right, wipe off front left suspension, dig into grass and go backwards into barrier: Johansson did all he possibly could, but ended up very scared and shaken. Stefan collected a lot of cars in the attempts at race starts, had a spin on lap four, pitted for tyres and re-emerged with a loose wheel nut. Despite this catalogue of disasters he contrived to bring the car home seventh . . .



Left: Stefan Johansson hits a deer during practice and the car is severely damaged

Below: The chase is on . . . Teo Fagi is chased by Alboreto and Prost

That was one place down on team leader Prost. By lap 31 Alain was at the front of the chasing (chasing?) group, in third place. First the cockpit instrument misfires struck again, and with a broken waste-gate pipe and ailing turbo the World Champion settled for a point. Somehow it seems unlikely to be one of those vital little scores at the end of this particularly trying season.

The only other man in the points, and still in second place in the title hunt, was Ayrton Senna. Seventh on the grid and slowly away, the Brazilian had one of those ill-natured days when nothing quite came together – except his Lotus and the Ferrari of Michele Alboreto, this on lap 47 in an incident which wiped off Senna's front wings. But the Brazilian struggled home fifth of the 15 who were eventually classified, something of a miracle when you think back to those three starts.

The Leyton House March of Ivan Capelli, looking stronger as each race goes by, took the normally-aspirated honours this time around, but Data General Team Tyrrell are the proud winners of the Colin Chapman Trophy, with an unassailable lead of 106 points, and six races still to come. With Streiff watching from the sidelines, Jonathon Palmer simply worked his way around with a down-on-power engine to be the last of the classified finishers, one place adrift of Martin Brundle's Zakspeed. It was a sharp and unexplained left turn into the barrier by Martin's car that provoked the first outbreak of chaos, just as the Englishman had begun to feel that the little West German team was making some real progress after a strong sixth-best time in the wet second practice.

One other, if minor, piece of the silly season jigsaw slotted into place with the announcement from Ligier

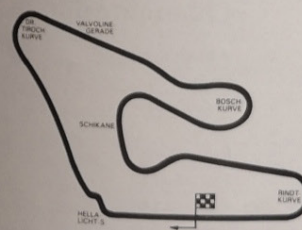
that they will use normally-aspirated V8 short block engines prepared by the Rugby specialist John Judd from the start of next season, with first testing likely in a new JS31 in October. Main speculation now centres on the question of Honda and Williams. Will the Japanese supplier cut off the flow of power units to a team that has given it 19 Grand Prix wins? It seems unthinkable, but we await an announcement at Monza, venue for round 11 of the Championship early in September. After Mansell's fourth win of the season and 11th of his career, where else could Honda hope for more? One other little statistic: Piquet's average speed of 256.6 km/h on his pole-winning lap was the fastest of the year on what is now the quickest circuit of them all.

STUART SYKES

1987 FIA FORMULA ONE WORLD CHAMPIONSHIP Official Starting Grid AUSTRIAN GRAND PRIX

Osterreichring

Length: 5.942 km
3.692 miles



6	N. PIQUET	BRA	1'23.357	(1)-	1'23.459	5	N. MANSSELL	GBR	CANON WILLIAMS-HONDA
28	G. BERGER	AUT	1'24.213	(2)-	1'24.348	20	T. BOUTSEN	BEL	BENETTON FORD
19	T. FABI	ITA	1'25.054	(3)-	1'25.077	27	M. ALBORETO	ITA	FERRARI
12	A. SENNA	BRA	1'25.492	(4)-	1'25.766	7	R. PATRESE	ITA	BRABHAM BMW
1	A. PROST	FRA	1'26.170	(5)-	1'27.672	8	A. DE CESARIS	ITA	BRABHAM BMW
17	D. WARWICK	GBR	1'27.762	(6)-	1'28.370	18	E. CHEEVER	USA	U.S.F. & G. ARROWS MEGATRON
11	S. NAKAJIMA	JPN	1'28.786	(7)-	1'29.003	2	S. JOHANSSON	SWE	MARLBORO McLAREN TAG
24	A. NANNINI	ITA	1'29.435	(8)-	1'29.733	25	R. ARNOUX	FRA	LIGIER LOTO MEGATRON
9	M. BRUNDLE	GBR	1'29.893	(9)-	1'30.682	26	P. GHINZANI	ITA	LIGIER LOTO MEGATRON
23	A. CAMPOS	SPA	1'30.797	(10)-	1'31.015	10	C. DANNER	BRD	WEST ZAKSPEED
21	A. CAFFI	ITA	1'32.313	(11)-	1'33.741	30	P. ALLIOT	FRA	LARROUSSE LOLA FORD
16	I. CAPELLI	ITA	1'34.199	(12)-	1'34.619	3	J. PALMER	GBR	COURTAULDS TYRRELL FORD
4	P. STREIFF	FRA	1'35.338	(13)-	1'40.633	14	P. FABRE	FRA	EL CHARRO AGS FORD

Colin Chapman Trophy

POS	TEAM	TOTAL	BRA	SM	BEL	MON	USA	FRA	GBR	GER	HUN	AUT	ITA	POR	SPA	MEX	JPN	AUS
1	TYRRELL FORD	106	15	9	6	9	9	15	9	15	15	4						
2	AGS FORD	35	4	4	4	4	6	4	6		3							
3	LOLA FORD	25		6	9					4		6						
4	MARCH FORD	19				6					4	9						

Race Classification after 52 laps = 308.984 km

POS.	NO.	DRIVER	NAT.	CAR	TOTAL TIME	Km/h	INT.	B. TIME	LAP
1	5	N. Mansell	GBR	Canon Williams-Honda	1:18'44.898	235.421		1'28.318	31
2	6	N. Piquet	BRA	Canon Williams-Honda	1:19'40.602	232.678	55.704	1'28.358	27
3	19	T. Fabi	ITA	Benetton Ford	1:18'49.003	230.694	1 LAP	1'29.559	41
4	20	T. Boutsen	BEL	Benetton Ford	1:20'16.504	226.503	1 LAP	1'29.111	18
5	12	A. Senna	BRA	Camel Lotus Honda	1:19'02.239	225.539	2 LAPS	1'28.559	48
6	1	A. Prost	FRA	Marlboro McLaren Tag	1:19'04.407	225.436	2 LAPS	1'29.291	32
7	2	S. Johansson	SWE	Marlboro McLaren Tag	1:19'57.705	222.932	2 LAPS	1'29.238	50
8	26	P. Ghinzani	ITA	Ligier Loto Megatron	1:20'05.580	222.566	2 LAPS	1'34.372	14
9	10	C. Danner	BRD	West Zakspeed	1:18'54.395	221.394	3 LAPS	1'32.817	28
10	25	R. Arnoux	FRA	Ligier Loto Megatron	1:19'46.255	218.996	3 LAPS	1'34.785	9
11	16	I. Capelli	ITA	Leyton House March Ford	1:19'47.931	218.919	3 LAPS	1'35.616	42
12	30	P. Alliot	FRA	Larrousse Lola Ford	1:19'53.599	218.660	3 LAPS	1'36.027	41
13	11	S. Nakajima	JPN	Camel Lotus Honda	1:20'09.195	217.951	3 LAPS	1'31.685	40
14	9	M. Brundle	GBR	West Zakspeed	1:19'18.397	215.782	4 LAPS	1'35.615	3
15	3	J. Palmer	GBR	Courtaulds Tyrrell Ford	1:19'53.809	209.726	5 LAPS	1'38.245	17
16	14	P. Fabre	FRA	El Charro AGS Ford	1:18'54.012	203.338	7 LAPS	1'42.844	26
17	7	R. Patrese	ITA	Brabham BMW	1:07'40.705	226.518	9 LAPS	1'30.629	30
18	27	M. Alboreto	ITA	Ferrari	1:5'44.357	227.776	10 LAPS	1'30.148	29
19	8	A. De Cesaris	ITA	Brabham BMW	55'4.584	226.562	17 LAPS	1'31.960	31
20	17	D. Warwick	GBR	U.S.F. & G. Arrows Megatron	55'12.398	226.027	17 LAPS	1'31.783	31
21	18	E. Cheever	USA	U.S.F. & G. Arrows Megatron	49'27.830	223.438	21 LAPS	1'31.814	30
22	28	G. Berger	AUT	Ferrari	7'45.234	229.897	47 LAPS	1'30.343	5
23	23	A. Campos	SPA	Minardi Motori Moderni	5'06.675	209.256	49 LAPS	1'37.854	3
24	24	A. Nannini	ITA	Minardi Motori Moderni	2'06.843	168.643	51 LAPS	2'06.843	1

FASTEST LAP: 5 N. MANSELL (GBR) - LAP 31 TIME: 1'28.318 242.207 km/h

Retirements

No.	Driver	Car	Reason	Laps
14	Fabre	AGS	Gearbox	45
7	Patrese	Brabham	Engine	43
27	Alboreto	Ferrari	Exhaust pipe	42
8	De Cesaris	Brabham	Engine	35
17	Warwick	Arrows	Engine	35
18	Cheever	Arrows	Spin	31
28	Berger	Ferrari	Engine	5
23	Campos	Minardi	Timing belt	3
24	Nannini	Minardi	Engine	1

Drivers' World Championship

1	N. Piquet	54
2	A. Senna	43
3	N. Mansell	39
4	A. Prost	31
5	S. Johansson	19
6	G. Berger	9
7	M. Alboreto	8
8	T. Boutsen	8
9	T. Fabi	7
10	S. Nakajima	6
11	A. De Cesaris	4
12	E. Cheever	4
13	P. Streiff	4
14	J. Palmer	4
15	D. Warwick	3
16	M. Brundle	2
17	R. Patrese	2
18	P. Alliot	1
19	R. Arnoux	1
20	I. Capelli	1

Constructors' World Championship

1	Williams Honda	93
2	Mc Laren-Tag	50
3	Lotus Honda	49
4	Ferrari	17
5	Benetton Ford	15
6	Tyrrell Ford	8
7	Arrows Megatron	7
8	Brabham BMW	6
9	Zakspeed	2
10	March Ford	1
11	Lola Ford	1
12	Ligier	1



Lamborghini are particular about the car they make - and
particular about the tyres they fit... **PIRELLI**
Gripping Stuff

BERGER AND SCHNITZEL THE AUSTRIAN GRAND PRIX

BY RUTH STARKE



Anyone who complains of Nigel Mansell overkill from our press and the BBC's Murray Walker has obviously never been in Austria for their Grand Prix. The rolling green hills that surround the Österreichring are truly alive with the sound of Berger.

Hysteria and adulation have reached even higher peaks than normal this time, because Austria's favourite son (okay, younger son – Niki Lauda is still around) has obligingly put his Ferrari near the front of the grid, not once but twice, thereby encouraging thousands of extra fans to attend the Hungarian and Austrian Grands Prix.

Austria even has its own Murray Walker. His name is Heinz Pruller and, just like Murray, he supports the local boys when calling the race for Austrian television. "If it wasn't Berger, it was Lauda!" complained a local to me after the telecast. "He talked so much about Lauda I thought he was in the race – I thought he finished fourth!"

Non-Austrians and non-Ferrari fans (there are a few at the Österreichring) are all hoping, rather uncharitably, that if Berger is going to drop out of the running he does it sooner rather than later, thus ensuring that a large portion of the partisan crowd will then lose interest and go home, leaving a clearer exit for everybody else. Berger does, and they do, but not in such large numbers as last year when it appeared certain he was on his way to his first GP victory before a flat battery took him out of the race. Austria almost died of disappointment.

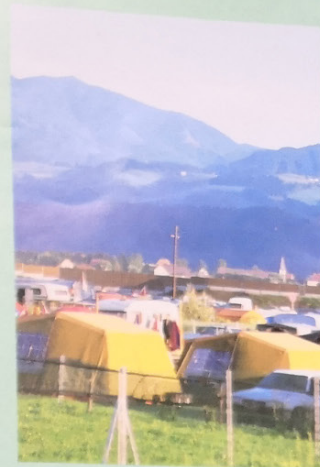
It's a heavy burden, bearing the hopes of a whole country on your shoulders, but Gerhard does it better than most.

As Gerald Saubach of the Austrian GP organisation explained to me: "All Austria will be – how you say, squeezing their thumbs? No, crossing their fingers! He is a hero and extremely famous here and that is because, firstly, we needed a successor to Niki Lauda and second, his character – he's very friendly, he's not at all sophisticated, he's kept some sort of natural behaviour and he's not big-headed".

And he's handsome.

Pictures, posters and calendars of Berger are everywhere. There are Berger T-shirts, Berger hats, Berger sunshades. If this were Detroit, there would be Berger burgers, but being Austria, you have to make do with sausages and schnitzels. There are so many of the latter consumed, in fact, that the Österreichring (which has the same general shape) smells like one big frying schnitzel the whole weekend.

Race fans usually start arriving a week or so before the Grand Prix, as this



circuit, set in lush green countryside around the towns of Zeltweg and Knittelfeld in Styria, lends itself to camping.

Hundreds of tents, caravans and motorhomes fill the fields on every side of the circuit, with campers paying a nominal fee to local landowners. But amenities – if they exist at all – are pretty basic. A showerblock if you're very lucky and long queues at every Porta-loo.

And then, of course it rains! Oh, how it rains! Intrepid TV reporters plough through acres of mud to stick their microphones through sodden tent flaps and ask sodden campers how they are enjoying the Grand Prix.

Intrepid members of the international press turn up in their summer clothes and sandals, having been assured by Austrian Tourist Bureaux back home that it is hot and dry in Austria in August.

Not in the hills of Zeltweg it isn't!

There is another drawback to life among the tent set – some of the campers – no, a lot of the campers – get very drunk indeed for a lot of the time. When I drive to the circuit early in the morning, the beer gardens still have the human remnants of last night's parties slumped across the tables, while others are still going strong. Merry revellers are lurching down the narrow road, drunkenly aiming for the general direction of the circuit. People who are staying nearby tell me the noise at night from the main camping sites is unbelievable.

There is a much nicer alternative. Find yourself comfortable lodgings on a bed and breakfast basis in one of the small towns and villages that dot the countryside. Stay in a guesthouse, private house or farmhouse. It will be cheap, it will be scrupulously clean and you will meet a lot of other race fans from all over the world doing the same thing.

I stay in a farmhouse in the tiny village of Kompitz, 15 minutes' drive from the circuit, organised for me by Primus Travel (Rotenturm Strasse 10, Vienna A1010) who know all about sending visitors to the GP. Other guests include Italians, Germans and 4 other Australians, and the only disturbance to the rural peace comes about 6 each morning, when the pigs are fed, and shortly afterwards, with the first of the VIP helicopters heading for the circuit.

Or stay in Graz, the second largest city in Austria and one of the prettiest. Lufthansa fly into Graz from Australia via Frankfurt, and it has a small and uncomplicated airport with easy access to the city. Graz is built to human scale, with pretty tree-lined walks along the river, picturesque bridges, a little cog-railway, a town square packed with



colourful marketstalls and people eating frankfurters around the central fountain. Green and white trams rattle through the streets and outdoor cafes pack the cobbled paths of the old town. It's very European, very Austrian. If you decide to make Graz your base, hire a car and drive to the circuit, about an hour or so away on the autobahn.

The circuit itself is beautiful, with good sweeps of visibility from most general admission areas and a big grandstand on the very fast Bosch-Kurve. Unfortunately, public drunkenness extends to all areas, but in the stands it's hard to escape from it. Two of the Australians staying with me almost have their GP weekend spoiled by sitting alongside a group of rowdy drunks in the grandstand.

That's the main reason that the circuit is patrolled by Belgian security guards with snarling Alsatian dogs ("We call them the S.S."), one of the organisers whispers to me).

But it's not all bad news, particularly if you've got a few schillings to spare. On the far side of the track, between the Bosch-Kurve and the Valvoline-Gerade and at a suitable elevation, is a wonderful Tyrolean-style restaurant with big open balconies for indulgent viewing, and if you've got 4,500 schillings you can join the Paddock Club. This gives you car parking near the entrance, a grandstand seat for 3 days, access to the very elegant Paddock Club restaurant and bar, lunch on Sunday and a Pit Walk Pass which, at certain specified times, gives you unrestricted access to the pits and paddock.

On Sunday, the slopes overlooking the pit straight are looking like Ferrari Land. Apart from a "Go Nige" banner and the odd Brazilian flag, the Italians have taken over. "Forza Riccardo", "Alex Caffi, Born To Run", "Bravo Berger".

John Brown, of Grand Prix Promotions, has three souvenir stands at the circuit and sells out of Ferrari flags by noon Saturday. He estimates he'll take over 18,000 pounds sterling this weekend.

Murray Walker spends the morning in the pits, as usual, talking to drivers and teams. He says I can watch how the BBC team cover the race but only if I'm not claustrophobic, because the commenting booth is the size of a broom cupboard.

James Hunt enjoys a lavish lunch courtesy of McLaren, grabs a plastic carry bag full of Austrian liquid sustenance and at 2.20 p.m. we race to the broadcasting booths on top of the pit straight stands. Murray has exaggerated. The BBC booth is nowhere near as roomy as a broom cupboard. The

producer squeezes into a similar torture chamber next door and James tries to fit his tall frame into the few square inches Murray and lap-chatter, Mike Doodson, have left him.

The race starts as James reaches for a can of beer and stops before he has got the ring-pull off. A crash at the first corner. Murray battles on and James is outside the booth in a flash, discussing the situation and life in general with Niki Lauda, who is a few steps away race-commentating for German television.

Worried GP officials run up and down, keeping us informed of the state of play. After some 45 minutes it becomes obvious that James' liquid refreshments are not going to last the distance. I say I will go back to the motorhome for fresh supplies as soon as the race has re-started. Which it eventually does, but before I get out the door it has once again ended in a big bang, this time right in front of us.



Pics: Ruth Starke



Once again we are out in the fresh air, passing the time of day, while cranes and marshalls labour to clear the track of debris and cars. I am sorry for those involved in the accidents, but for those involved in the accidents, but nobody has been hurt and I am thinking that this is not half bad, James Hunt on one side, Niki Lauda on the other, and knocking back the Austrian white.

James and Niki agree it is absolutely ridiculous that the Austrians have got all this space in front of the barrier and that the track is so narrow there's nowhere for the drivers to go if someone stalls. James says it is madness because the barrier could easily be moved back at least 10 yards. Niki says it looks as if Nigel's clutch went and everybody barrelled into him because there was nowhere else to go.

Both say that they can't remember a race that has had two such crashes in quick succession, and FISA will probably slap a fine on the organisers. James drinks to that. He says Nelson Piquet (who is on pole) must be feeling pretty hacked-off. But not so nervous. Re-starts, he says, are never as anxious for drivers. You seem to get it out of your system the first time round.

After nearly 90 minutes, and on the third attempt, the race gets underway at last and I return to the paddock. I see the dejected figure of Austria's hero coming towards the Ferrari motorhome. All the squeezed thumbs in Austria have not helped Gerhard today. He anchors a bunch of photographers ready to pounce, changes his mind, and rapidly makes for the Ferrari pits and protection.

Nigel Mansell is in the lead and heading towards victory, but he is the Williams' enclosure you would never know it. His wife, pregnant with their third child, is handing out Smarties and crayons to Leo, 3 and Chloe, 5. There's not a TV set in sight.

In the Press Room, however, they are 10 deep around the TV set. There is only one way to watch a Grand Prix properly - even if you are there at the circuit - and that is on television. At least you can hear the cars roar.

Two hours after the race has finished, the Press Room is still buzzing with activity. It is dark and most of the big transporters have already left the circuit, headed for home and a few weeks' rest before Monza. James Hunt has jumped into a helicopter at about the same time Nigel's car crosses the finishing line, and is probably having a drink in Geneva.

On Monday, I drive back to Graz by the smaller roads rather than the autobahn and marvel at the pretty flower-decked villages and quiet fields. The daily paper, for the first time in three days, has no picture of Berger on the front page.



BREAKFAST WITH SENNA

One Brazilian out, another Brazilian in . . .
Ruth Starke talks with Ayrton Senna twenty
four hours after the official announcement.

"An intimate breakfast with Ayrton Senna" said the invitation from Lotus – it sounded like one of those prizes you win in teenage magazines for correctly identifying which eyes under which helmet belong to which driver.

But when I get to the Lotus motorhome at the Hungaroring, it is to find some three dozen media people, mostly Hungarians, who have got here before me and are now pushing and jostling for the dozen or so available places at the long table covered with bright yellow cloth and bright yellow flowers. News of the "intimate breakfast" has leaked out and worried Lotus people are running around like the Disciples trying to divide the loaves and fishes.

My stock goes up quite considerably when Byron Young, the Lotus Press and Publicity man, recognises me and escorts me to a seat at the centre of the table, elbowing out the odd Hungarian as he does, but it shoots to dizzy heights when the star of the breakfast emerges from the Lotus motorhome and takes the seat on my right.

Satoru Nakajima sits on my left and Gerard Ducarouge, Designer, and Peter Warr, Manager, sit opposite, but it is not them everyone has come to see. The eyes and the cameras are all on Ayrton Senna who sits quietly, wearing a blue cap with "Elf" on the front and a blue sweat-shirt, in contrast to Nakajima who is wearing all the right yellow Camel Lotus Honda gear and insignia. The significance of this doesn't immediately hit me (I am still overcome at finding myself in such an exalted place at the breakfast table), but it is just 24 hours since R.J. Reynolds

announced officially that Nelson Piquet would be the Number One driver for the Lotus team next season and Ayrton has yet to announce any plans or comment on the decision.

He has obviously decided that a Lotus breakfast is neither the time nor the place to do so and when pressed makes a brief, politely restrained but definite announcement to that effect. Having thus ruled out questions on the one subject everybody is most eager to discuss, there is almost nowhere else for the conversation to go. And at this time of the morning, nobody feels up to the task of questioning Nakajima about anything. Questions asked in Hungarian have to be translated first into English by the charming but longwinded lady translator provided, and then translated into Japanese and related to Nakajima by his Manager. When he answers, the whole process is reversed. Even the most fascinating questions lose a lot of their edge this way and none are being put.

Instead, I use the occasion to scrutinise Ayrton at close range. He has good skin and good bones and a sprinkling of freckles across the bridge of his nose. The sort of boyish good looks that will improve as he gets older. His best features are his mouth, which is generous, and his eyes, which are warm and brown and expressive – useful in a F1 driver where they are frequently the only feature seen. We also chat about model planes, holidays, fan clubs, Budapest nightlife, and I arrange an appointment with him for later in the weekend.

In the meantime, I observe him around the circuits and have to say



CLIP

CAMEL

that he is nothing like the stories I have read and heard. Of course, I am not a F1 driver trying to pass on the inside line but to me he seems approachable, ultra-courteous, very self-possessed and very professional.

But I notice one thing. He is almost never alone. At two GPs, a period of some 8 days, the only place I see him completely on his own is out on the race track, behind the wheel of his Lotus. At all other times he is either surrounded by, or accompanied by a small group of people who make up the Senna entourage – the occasional relative or friend, his father, Milton, his manager, Amando Botelho, and his friend from school-days and now a sort of trusted personal assistant, Junior. His mother is also present, but she seems not to come to the circuits.

No F1 driver is ever alone for very long at a Grand Prix weekend, even if he wants to be, but you do see nearly all of them at some stage walking across the paddock by themselves, entering or leaving the pits alone. Senna, never. He strikes me as the sort of person who likes to be surrounded by the reassurance of family support and strength, who misses his country of birth and so takes it with him around the world in the shape of close Brazilian friends and relatives.

When I put this to Ayrton he seems reluctant to agree, perhaps thinking this may be construed as a weakness. "Friends and family are important to me, yes, but they are not with me all the time. This season my parents have only come to one European Grand Prix". (He omits to mention that he has been home to Brazil three times already this year). "It's because they enjoy it and I like to have them around. But it's not something I need to have, you know, having them here". I don't press the point but I remain unconvinced. Five years in Europe have not changed the fact that Ayrton is happiest in his own country and within the bosom of his extended family.

But he has changed in five years. Leo O'Reilly, whose company in Adelaide makes model aeroplanes and who befriended Ayrton and taught him the finer points of flying at the time of the first Australian GP in 1985, has noticed the change in just 12 months. "He was terribly shy when I first met him. I remember him coming out to the factory and being almost too shy to talk to anyone. He was much more at ease in 1986, much more self-assured".

Ayrton himself agrees. "When you travel around the world, you meet different people, you live in different countries and you develop as a professional. You are bound to open up more your mind. You've got to! And so you see things slightly different. You learn about life, you learn how to be a bit more independent and self-confident. It's good for the character".

F1 is also good for the character. Tough times are always described as "character building" and while Ayrton has not had to weather a lot of them he is now extremely put out at the way the Piquet contract has been announced. That's putting it mildly, but Ayrton is too cool and controlled to let much emotion show. According to him, he was told of the new contract less than 20 minutes before it was made public and it is this lack of consideration that rattles the most.

"I think the way it was announced and handled was not consistent with a professional team – not what you would expect from Lotus. The Lotus name, together with Ferrari, is one of the greatest names in motor racing and anybody who works with Lotus should have that in mind.

After I told them I was not staying you can only expect that they will find someone else, and then they make a deal and can announce it when they like. But the least you can expect is that they tell you when they are going to do it – a day before, two days before, I don't know, but at least you learn it from the people

you are working with, not from other people. Not that I didn't know – I knew! – as soon as the contract was signed, immediately I had the information – but I didn't want to hear from other people. I think it was only correct to hear from my Team Manager that they have made a deal and were making an announcement on such and such a day. Well, that's fine. If they have to have a race with another team, other sponsors, that's their problem, not mine".

This last comment is obviously a reference to Philip Morris and seems to confirm the stories that Senna will be driving for McLaren next year, but he will not be drawn and says only that he will make an announcement soon, probably at Monza.

In the meantime, he wants to win a few more races and go out in a blaze of glory, so how will all this affect the Lotus team spirit for the rest of the season?

"With the technicians and mechanics I always had a good relationship and I still have. Nothing is changed. I think you have to work together in a team and value their work. They do an incredible amount of work, day and night when necessary, and they do it because they are motivated by the driver and by the challenge of winning. You have to appreciate that, there is no money that can buy it. What you can give back to your people is being together, being really close to them, giving them feedback on exactly what it is like to drive the car, the problems, the race, testing. You must motivate them and I think we understand each other very well. Nothing will change this year, I think, because we all want the same thing – to win!"

Having invested so much in Lotus it seems a strange time to be leaving them and I ask Ayrton why he is doing so now.

"You can only evaluate the people you work with when you work with them on a daily basis. When I came to Lotus I came not for

one year or two years. I came because I believed I could build up a relationship with them over many years. So we had 2 years together and we were supposed to have two years more, but it's only been one year more. But I don't regret anything at all. Remember, I had the opportunity with Lotus to win my first Grand Prix in Portugal in 1985 and to win several GPs in the two years I've been here. I improve myself as a driver, I learn a lot, I establish myself even better after two years here in the F1 profession & so, I have only improved! There is



nothing to regret. But for that special reason, I feel very strongly about the manner with which things have been handled at the end."

Again, we are back to the manner of the leaving rather than the reason for it and I try to steer him down this path by suggesting that he is leaving because he didn't agree with how the money was being spent at Lotus and that he had asked for too much in the new contract.

"It's not that I agree or disagree about how the money is used. I disagree with how the team is run, with the policy that they have, and the reasons for that are based on results. The best way to evaluate a situation within a racing team in competition is by results. I think if you evaluate the Lotus results in the last three to four years you find that it was not bad, but it could have been better.

When you work for something you have to believe in it and give it your very best. You have to believe in it even if it is difficult and you believe there are better situations somewhere else. You have to try right to the end, until you really think, 'No, that's it, it's enough, it's not going to ever happen!' so then when you reach that point you have to change".

Ayrton, for his 27 years, is a very serious young man. He doesn't use flippant language or slang, he very rarely swears, he considers each question carefully before he answers and it is hard to get him to loosen up and let fly with a good, pithy quote. I tell him I think he is very serious and seems much older than 27 and he does smile. That's because, he says, I don't know what he is like in his private life. In his private life he is a quite different person.

Well then, I counter, he is two different people: Ayrton Senna on the track and Ayrton Senna off the track.

He allows this, but says that's a choice you have to make when you enter F1. "You have to be strong about dedicating your time to your profession and giving a lot of time to it. I try to do it that way. When I'm away from the track I just try to forget about it all and do other things, especially when I am in Brazil. That's when I have a really different type of life, a completely different way of living, and it is good to have this contrast".

These days, "doing other things away from the track" mainly means model aeroplanes, about which he is quite passionate. Leo O'Reilly remembers getting a phone call from Ayrton last December. "It is 7.30 in the morning and I am in Tokyo", said a plaintive voice. "I would like to do some flying". Leo, in Adelaide and at a distance of some five thousand miles, organised it for him.

In Austria, he is staying with a World Champion, Hanno Pretner, who lives in Klagenfurt, about 20 minutes from the Osterreiching and he has invited him to come to Adelaide... to see the Grand Prix, sure, but mainly to do some flying.

"I started model aeroplane gliding in England with some friends towards the end of the 1985 season", Ayrton explains. "Then I got to know Leo in Adelaide and became more and more interested and began to devote all my spare time to it".

(Leo's version: "I saw a picture in the newspaper of this driver called Ayrton Senna arriving at Adelaide Airport for the first Australian Grand Prix. On top of his hand baggage he had a model aeroplane. I rang him at his hotel and they put me straight through. I explained who I was and what I did and asked if he'd like to come flying. He said 'How soon can you pick me up?'")

"It's very relaxing, takes your mind completely away from driving and racing. It takes a lot of concentration. You have to be very precise, you have to be technical and know a little bit about engineering – it's good! So wherever I go, if there's an opportunity to fly, I like to".

Last year in Adelaide, Thierry Boutsen, who is a friend, joined him in the sport and they are planning more of the same this year. Leo has been building some new radio-controlled planes and they are in constant contact. Thierry is good, says Leo, but Ayrton is "a natural". For this, and other reasons, Ayrton is looking forward to returning.

"It's the hardest trip we have to do all year. It's the longest trip, but it's a nice one because I have made some friends there now and although I don't know much of Australia, apart from a little bit of Adelaide, I feel good there. The GP

organisation is very good and I like the people. I'll probably come earlier this year because we come straight from Japan".

Apart from the Boutsens, Ayrton doesn't have many close friends among the F1 fraternity – "Technically, it's best to

Left: Senna's friend – Junior holds the umbrella for the champion – Austrian GP. Pic: Ruth Starke. Below: Thierry Boutsen joins Senna – Leo and Mike O'Reilly in Adelaide to fly model aeroplanes.



have a good contact with many people, but personally, it's very important to choose carefully the people you are close to" – and it's rare to see him with a female companion at the circuit. Even when a girlfriend comes along, as at Adelaide last year, her picture never makes the press and she's rarely, if ever, seen trackside. You get the feeling that Ayrton doesn't let much distract him from the business at hand.

His first early marriage ended in divorce and I ask him if it is too difficult to be married and a racing driver.

"It's relative to the time, to the wife, and to your own character," he answers seriously. "It's all relative. It's not possible to say whether marriage is difficult or not. It is hard for the wife – all the travel, a lot of hard work and also she has to put up with many girls always hanging around – it's a bit tough on wives. In the end, I think what really matters is your own personality, your eventual wife's personality and your own ideas about your profession and your private life. It's different for all of us".

But I do tease a grin out of him when I try to get something a little more specific on the subject of love and marriage.



"In my own personal life now I'm a very happy guy – I'm very lucky! I don't particularly want to get married right now, I don't think it is the time".

More serious and important things are at hand, he implies, and he is probably right. 1988 could turn out to be very character-building. And talking about character, is there anything about his that he'd like to change? To my surprise, the question gets the first real laugh of the afternoon. "A good question!" he says and this time doesn't have to think too long. "I have many, many, so many faults that I don't know which ones to change first! I guess I'd just like to be a better person all the time, just to improve every day, that would be my ambition".



Pic: Ruth Starke



Pic: Ruth Starke

TALKING HEADS

The Boys from the Beeb

The way it works, says Mike Doodson, is that the BBC have a crew which goes to the Grands Prix and it consists of a producer and a sound man. The organisers give them a box which varies from being brilliant to being insufferable, depending on where it is. Murray Walker is the commentator, James Hunt is the commenter, and he is the lap charter who sits between them feeling like a referee. His job is actually very simple, in that he just turns up about half an hour before the race and prepares his lap charts, unlike Murray, who has been up and down the pits talking to everybody because he is a very professional – what? Well, "journalist" is probably the right word to use. And unlike James, who doesn't do any preparation at all unless you can count having lunch with McLaren and you probably can because that's how James gets a lot of his excellent stories.

This is absolutely true, says James, he never does any preparation at all and what preparation could he do anyway? Somewhere up in his head is all the accumulated knowledge of himself having driven in the dim, distant past.

This also makes it okay for him to get away with such comments as calling Nakajima "an incompetent driver" whereas, if Murray had said it, people would be down on him like a ton of bricks. Besides, Nakajima is an incompetent driver and Lotus can moan and whinge about him saying it all they like, but they probably agree anyway, by and large. It's all Honda's fault anyway. They paid a *huge* amount of money to have that camera on Nakajima's car, but James would have thought, with the standard of Nakajima's driving, they'd want that camera as far away as possible, because we can all see how incompetent he's being. Which is a big mistake on Honda's part. Apart from rating him a very incompetent driver, James has nothing against Nakajima personally, he doesn't dislike him. It's just his job to make critical comments.

He also thinks it's very easy to level criticism at commentators for being biased. Hell, some people have a go at Murray because they say he's too pro-Mansell! Well, naturally, Murray's very excited because Nigel's British and it's been a long time since we had a British

champion... yes, him, that'd be right! ... so he thinks it's understandable.

Murray himself didn't even realise he talked about Nigel so much until he went to Adelaide in 1985. No, honestly, he was genuinely amazed when people kept accusing him of this. He supposes the reason is that he grew up in the same part of Birmingham and has taken a paternal interest in Nigel ever since he was a Formula Ford driver, and he has an enormous amount of time for him, particularly when you consider that he got to where he is now, which is the fastest GP driver in the world, from a background of nothing. Unfortunately, the press in general have this attitude that Nigel is boring, and Nigel could say the most rivetingly exciting thing in the world but because Nigel said it they would pronounce it boring. And he's such a nice chap, really, very misunderstood and very much maligned by the press corp in general, and a fabulous family man. Have I seen Nigel with the kids? How many other GP drivers have I seen, in overalls, wheeling a baby in a pram down pit lane?

Having talked at length about why he talks at length about Nigel, Murray then says that Nannini and Capelli are his tips for hot up-and-coming champions, and one of the problems of GP racing at the moment is that there are too many oldtimers who have been in it a long time and who aren't doing as well as they should, and for one reason or another are not moving on, to make room. There are very few places – it's a very political world and you need a strong backer. He would like to see Capelli and Nannini getting a drive, just as he would like to see a Ferrari winning again and that's probably not the sort of thing most people expect him to say, but it's true.

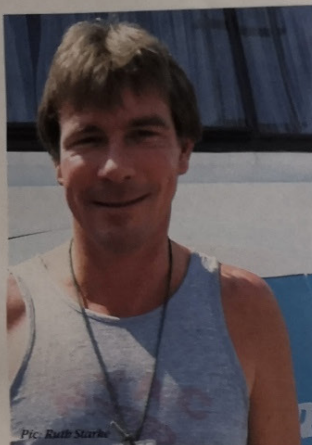
Yes, it's true, that he and James are a strange pair, like oil and water, but the chemistry between them is very good and he's not just saying that because this is an interview. He has an enormous regard for James as a person who knows what he's talking about, and he likes him as an individual as well. He's one of those rare people who knows about a subject because he has done it to perfection and can also talk about it. There are plenty of people around who can talk but don't know what they're talking about, and plenty of people who know what they're talking about but can't talk. James both knows and is eloquent. He has a good sense of humour and speaks his mind. If he thinks a chap is a French Wally he'll say "This guy is a French Wally and he shouldn't be on the circuit!" He's the voice of authority, you see. He thinks James has respect for him and his attitude is, you do the commentary and I will do the comments.

Before Murray went to Australia, says James, he used to get a lot of what he can only call shit from a lot of small-minded people criticising him for verbal dyslexia, which anyone is entitled to suffer from. Let's face it, he, James, could never read cars off as they go past, bang, bang, bang, at the end of the first lap – he'd dry up, he wouldn't be able to do it because he doesn't have that eye to brain to mouth co-ordination, which is a pretty rare thing to have, and the fact that occasionally it goes wrong... these people who claim to know, who write in and criticise, if they already know, why in the hell do they bother to write in?

So Murray was getting all this shit and nobody ever bothered to praise him and it wasn't until he got to Australia and found, to his huge surprise, that he was a cult hero, and really, it's done him so much good. The confidence he got from that experience has extended back to England and now he's much more of a cult hero than he ever was before, courtesy of Australia. James thinks it's

been very good for him and it's made him a much happier man. Murray is such a happy man now. He loves what he does and he knows now that the truth is more people enjoy him than don't and it's made him very happy and he, James, is jolly pleased about it.

Mike Doodson is also very pleased



Pic: Ruth Starke

about it because he thinks James and Murray complement each other very well and things wouldn't be the same without that thing between them, you know, when Murray gets terrifically excited and screams "He's slowing, he's slowing! He must have missed a gear! Yes, he's missed a gear! He's got gearbox problems!" and James sort of muscles in and drawls, "Well, actually Murray, if you look at his rear left wheel you'll see that he's got a flat tyre". He thinks the fans actually enjoy that.

Murray says he finds it very useful to be able to look across and take Mike's notes as a check, and Mike doesn't only do lap charting, he reads the race extremely well and passes him notes from time to time, pointing out that such and such is happening. Or he might pose a question: "Mansell wheel nut?" He might – he didn't, but he might! That sort of thing. And he's really a third pair of eyes to add to James' and his, and a very knowledgeable and authoritative pair at that.

Mike says there was a famous time at a French Grand Prix at Ricard when James got up to leave (as is his wont) about half way through the final lap and they all got up and shook his hand and said Bye, James, see you at the British Grand Prix, and while they were all busy saying goodbye there were two place changes in the first five positions. He was doing his lap chart but Murray missed them completely and, of course, he doesn't have a microphone so his voice is not heard on the air, and he was

waving his arms and pointing at the lap chart and saying "look what's happening!" And Murray was not, shall we say, with it, and had to do what they call a "wild line" – his recorded comments were added to the pictures later.

And there was another time every-one prefers to forget, when it was raining very hard at Monaco and they were put in a so-called commentary box that was a couple of raised tables overlooking the seafront, where the noise came bouncing off the buildings and you couldn't hear yourself think. All the monitors and stuff were out in the open and the monitor was showing nothing but flashes of lightning because water had got into it. What they didn't know was that back in England and all over the world they were getting perfect pictures. Well, Murray has obviously to commentate off the monitor and he couldn't see anything so they sorted out a solution which involved Murray sitting under the table with the telephone in one hand while the producer in London told him what was on the screen there – so Murray in Monaco could commentate on a race he couldn't see there. People criticise Murray, but the way he handled that with complete equanimity made Mike realise what a true pro he is.

Murray says that they have all developed a very good in-commentary-box rapport, and perhaps it is not generally known, well why should it be? that they only use one microphone. People seem to visualise them each holding a mike, but in fact they share the one and he talks until James indicates that he wants to say something, which he does by holding up his hand, and then he, Murray, leans forward and talks into the mike as it is passing to James. He has listened to tapes and really, you wouldn't dream that it was only the one mike! But it does work extremely well because it's normally a situation where two people would each be wanting to hog the mike.

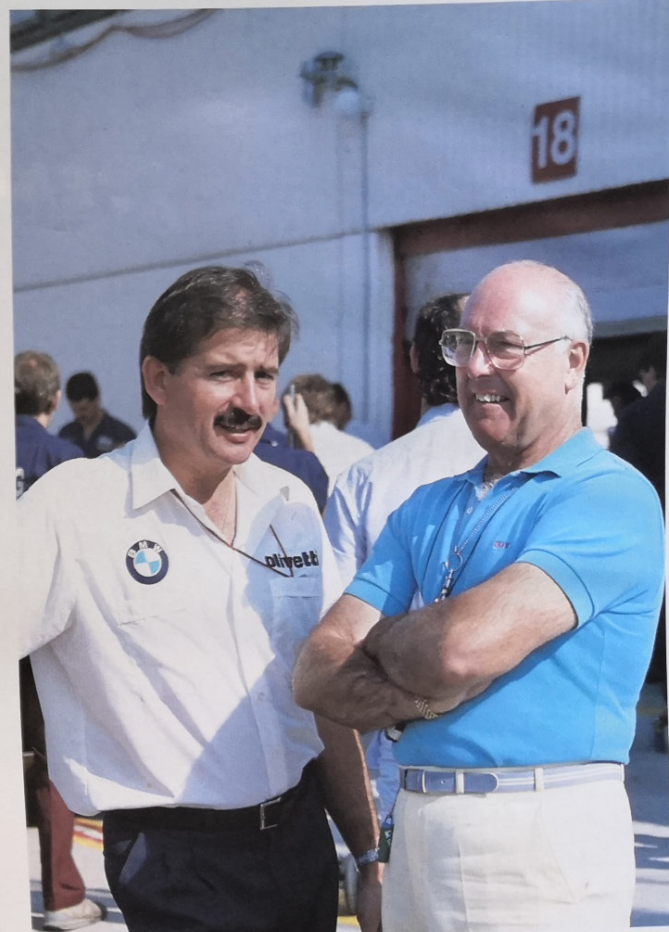
All three are looking forward to returning to Adelaide and hope that Channel 9 is going to invite them, because it's up to them. The hospitality, says James, was fantastic, just fantastic! The whole thing was a rip-roaring success the first time, beautifully organised, everything done to perfection. Mike says he enjoys it because it's the end of the season and the efficiency of the organisers is matched by the friendliness. BUT he's sensing that maybe Adelaide is getting a little too business-like because when he tried to get into his hotel, The Hilton, which he'd been in for the first two years, he was told that there was no room for him and that he had to be in a hotel nominated by someone or something called Ausprix and that there

was a seven night minimum! And that smacks a bit of the Pirates of Monaco!

But, says Mike, he'll tell us what the Grand Prix has done for Adelaide. As far as many Europeans are concerned, and they're probably all young male Europeans, in any country you'd care to name this side of the Iron Curtain (or the other side come to that) the name "Adelaide" means Australia. Most of them think that Adelaide is the capital of Australia! It has literally put Adelaide on the map. We might change our mind, though, about the desirability of having the last race of the season if we have two or three years in a row when the championship has been decided before the race comes to Adelaide. We're still living on the high of having had the deciding race of '86.

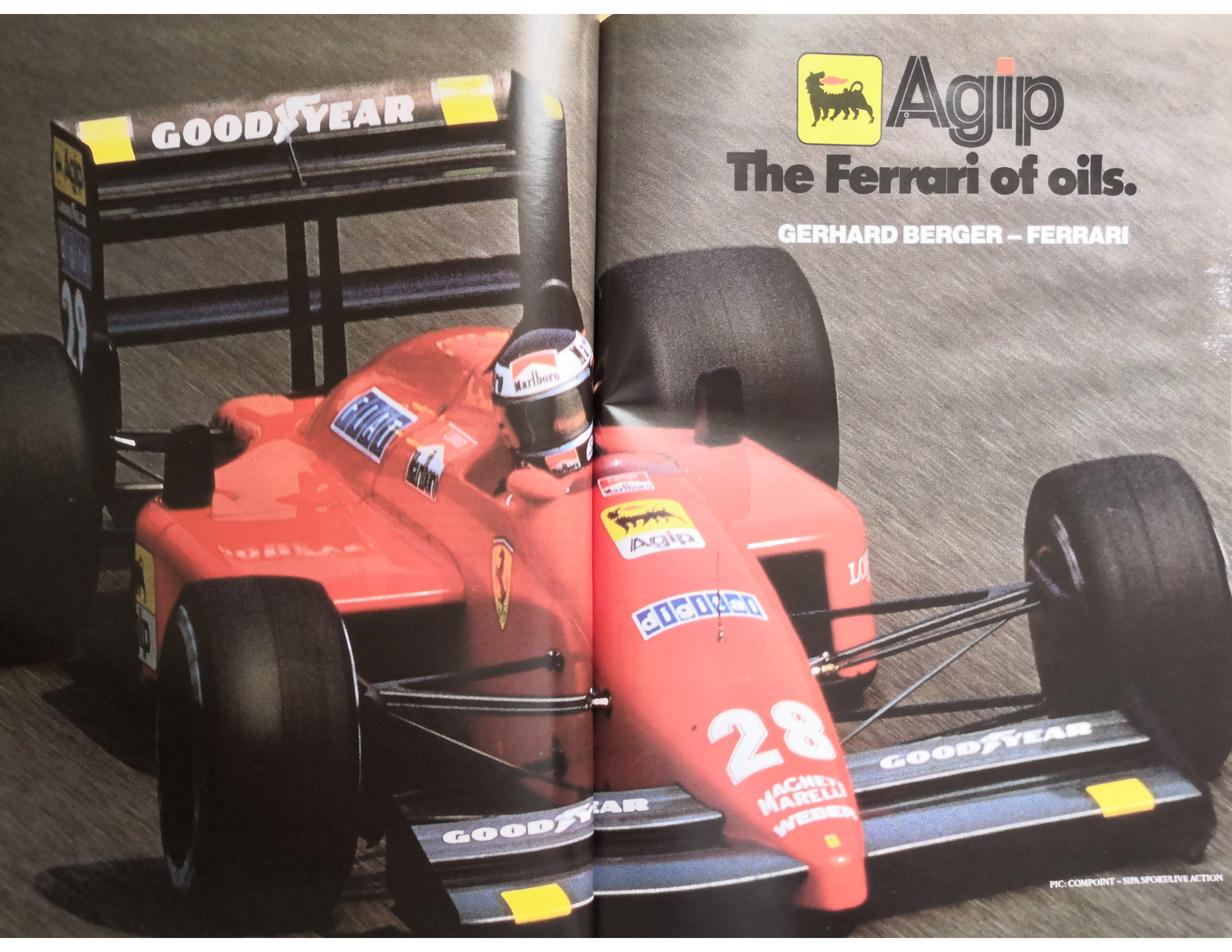
Murray, of course, was overwhelmed to find he actually had a fan club operating in Australia, and James says he is not so famous now which is quite good because that was one of the reasons for his retirement. Being a Grand Prix driver at the top is an overly-famous situation that is actually quite uncomfortable and unpleasant, and he's much happier now that he is in this very comfortable position I can see him in now, sitting having a chat and a drink, without being surrounded by people and swamped with twenty asking questions and another forty trying to get an autograph. He can now lead a relatively normal and unmolested life, even at a Grand Prix, which suits him just fine and, good heavens! Why would I think he is still a famous British sporting sex symbol, I'm the one saying that, not him! Who else would come close? Well, he wouldn't know... Mike Doodson?

RUTH STARKE



Pic: Ruth Starke





Agip

The Ferrari of oils.

GERHARD BERGER – FERRARI

1987 FIA FORMULA ONE WORLD CHAMPIONSHIP

MONZA

ROUND 11: ITALY
SEPTEMBER 6, 1987

"Wholly mysterious": one of the Oxford Dictionary definitions of the term 'inscrutable', so often applied to the people of the Orient. Its aptness was borne out on Friday of Italian Grand Prix weekend, when the men of Honda gathered in the famous Park to tell the world's Press what they already knew – that the Japanese engine builder would cease to supply Williams in 1988. The English team had done what one school of soccer coaches advocates and got their retaliation in first: Honda's press conference, where a barrage of openly hostile questions fell on stony ground, merely confirmed Frank Williams' release, earlier that day, announcing divorce after four years of what he termed 'a very happy engineering marriage'.



The Monza sun paled behind the blizzard of press releases. McLaren also confirming Ayrton Senna's move to join them and Alain Prost . . . with Honda engines. Once our attention switched to the track, matters simply became more mysterious: how can an engine maker so abruptly sever ties with a team that had, by Friday, given it 20 Grand Prix wins and would again dominate the proceedings in Italy?

For in both timed sessions and Sunday's warm-up, the Williams pair, Nelson Piquet and Nigel Mansell, headed the lists, the crucial qualifying hour on Saturday seeing the Brazilian win a classic duel for pole position. Six times they lowered Teo Fabi's 1986 time until, with 20 minutes remaining, Nelson climbed out of the cockpit, weary of Monza's chicanes and kerbs, and challenged Nigel to do better than his 1:23.460. Despite mighty efforts the Englishman could not secure his eighth pole of the season, leaving Nelson with his third and Williams with 10 – nine of them in succession since Ayrton Senna did the business in Imola.

The reason? As well as driving at the limit, Piquet was giving the Williams' version of active ride suspension, whose computer-controlled hydraulic system he had spent 4,000 kilometres testing, its racing debut. The result? Fifteen kilometres per hour more in a straight line, and superior adhesion on the slower corners. The reaction? "I've had my back to the wall all weekend", admitted Mansell after the qualifying battle, but he could only hope that Piquet's advantage would be less obvious on full tanks.

Fuelling Ferrari fervour, Gerhard Berger and Michele Alboreto, the latter in his 100th Grand Prix, put the Maranello cars on third and fifth places respectively, split by the Benetton Ford of Thierry Boutsen, with Alain Prost – simply unable to live with Williams' speed – in sixth place. With Franco Forini of Switzerland making his Osella debut and Italy's Nicola Larini trying his hand in the new Coloni Ford, a lowline car reminiscent of the Tyrrells of recent years, two drivers were going to miss out (the third Benetton entry for Emanuele Pirro never materialised as the teams fought shy of another turbo car chasing a grid spot) two drivers were going to be unlucky. The ones to miss the boat were Larini and one of the season's most consistent finishers, France's Pascale Fabre in the AGS. With the normally-aspirated quintet reduced to four, Jonathon Palmer led the way back in 22nd spot, almost 10 seconds off the turbo pace.

A violent storm on Saturday night left race day warm and sunny as they lined up, and once again we had a delayed start. Only a minor drama this





1987 FIA FORMULA ONE WORLD CHAMPIONSHIP - ITALIAN GRAND PRIX - MONZA

Race Classification after 50 laps = 290.000 km

POS.	NO.	DRIVER	NAT.	CAR	TOTAL TIME	Km/h	INT.	B. TIME	LAP
1	6	N. Piquet	BRA	Canon Williams-Honda	1:14'47.707	232.636		1'26.858	49
2	12	A. Senna	BRA	Camel Lotus Honda	1:14'49.513	232.542	1.806	1'26.796	49
3	5	N. Mansell	GBR	Canon Williams-Honda	1:15'36.743	230.121	49.036	1'27.496	23
4	28	G. Berger	AUT	Ferrari	1:15'45.686	229.668	57.979	1'28.519	27
5	20	T. Boutsen	BEL	Benetton Ford	1:16'09.026	228.495	1'21.319	1'28.725	26
6	2	S. Johansson	SWE	Marlboro McLaren Tag	1:16'16.494	228.122	1'28.787	1'28.468	42
7	19	T. Fabi	ITA	Benetton Ford	1:14'49.112	227.911	1 LAP	1'28.723	37
8	26	P. Ghinzani	ITA	Ligier Loto Megatron	1:15'24.708	221.504	2 LAPS	1'32.488	35
9	10	C. Danner	BRD	West Zakspeed	1:15'34.403	221.030	2 LAPS	1'31.636	47
10	25	R. Arnoux	FRA	Ligier Loto Megatron	1:15'38.453	220.833	2 LAPS	1'31.335	40
11	11	S. Nakajima	JPN	Camel Lotus Honda	1:15'06.492	217.766	3 LAPS	1'31.849	37
12	4	P. Streiff	FRA	Courtaulds Tyrrell Ford	1:16'00.370	215.193	3 LAPS	1'34.722	32
13	16	I. Capelli	ITA	Leyton House March Ford	1:16'04.521	214.997	3 LAPS	1'35.266	34
14	3	J. Palmer	GBR	Courtaulds Tyrrell Ford	1:16'16.348	214.442	3 LAPS	1'35.154	37
15	1	A. Prost	FRA	Marlboro McLaren Tag	1:15'41.433	211.493	4 LAPS	1'26.882	37
16	24	A. Nannini	ITA	Minardi Motori Moderni	1:11'24.934	219.280	5 LAPS	1'32.588	40
17	9	M. Brundle	GBR	West Zakspeed	1:08'33.472	218.268	7 LAPS	1'32.663	24
18	30	P. Alliot	FRA	Larrousse Lola Ford	59'30.841	216.352	13 LAPS	1'34.912	36
19	23	A. Campos	SPA	Minardi Motori Moderni	54'47.424	215.950	16 LAPS	1'33.629	34
20	18	E. Cheever	USA	U.S.F. & G. Arrows Megatron	42'43.133	219.950	23 LAPS	1'32.820	18
21	22	F. Forini	SUI	Landis & GYR/Osella	44'57.474	208.996	23 LAPS	1'37.964	26
22	21	A. Caffi	ITA	Landis & GYR/Osella	25'32.240	218.034	34 LAPS	1'34.187	15
23	27	M. Alboreto	ITA	Ferrari	19'53.824	227.370	37 LAPS	1'30.124	10
24	17	D. Warwick	GBR	U.S.F. & G. Arrows Megatron	14'18.861	218.801	41 LAPS	1'33.180	7
25	8	A. De Cesaris	ITA	Brabham BMW	10'57.781	222.202	43 LAPS	1'31.279	4
26	7	R. Patrese	ITA	Brabham BMW	7'54.414	220.061	45 LAPS	1'31.497	4

FASTEST LAP: 12 A. SENNA (BRA) - LAP 49 TIME: 1'26.796 240.564 Km/h

Retirements

No.	Driver	Car	Reason	Laps
24	Nannini	Minardi	Out of fuel	46
9	Brundle	Zakspeed	Gearbox	44
30	Alliot	Lola	Spin	38
23	Campos	Minardi	Engine fire	35
18	Cheever	Arrows	Driveshaft	28
22	Forini	Osella	Turbo	28
21	Caffi	Osella	Suspension	17
27	Alboreto	Ferrari	Turbo	14
17	Warwick	Arrows	Metering unit	10
8	De Cesaris	Brabham	Suspension	8
7	Patrese	Brabham	Engine	6

Drivers' World Championship

1	N. Piquet	63
2	A. Senna	49
3	N. Mansell	43
4	A. Prost	31
5	S. Johansson	20
6	G. Berger	12
7	T. Boutsen	10
8	M. Alboreto	8
9	T. Fabi	7
10	S. Nakajima	6
11	A. De Cesaris	4
12	E. Cheever	4
13	P. Streiff	4
14	J. Palmer	4
15	D. Warwick	3
16	M. Brundle	2
17	R. Patrese	2
18	P. Alliot	1
19	R. Arnoux	1
20	I. Capelli	1

Constructors' World Championship

1	Williams Honda	106
2	Lotus Honda	55
3	McLaren-Tag	51
4	Ferrari	20
5	Benetton Ford	17
6	Tyrrell Ford	8
7	Arrows Megatron	7
8	Brabham BMW	6
9	Zakspeed	2
10	March Ford	1
11	Lola Ford	1
12	Ligier	1

time: Riccardo Patrese's Brabham BMW developed the bad habit of smoking as they waited for the green, so in a flurry of yellow flags we had a 15-minute hiccup. Next time they got cleanly away, Mansell seeming to have stolen a march at the first chicane. By the time they re-emerged from the Parabolica he had been passed not only by Piquet but by Berger and Boutsen as well.

By lap 19 of the 50 – there was an extra warm-up lap – Mansell was up to second, but he pitted soon after, rejoined fifth and could do no more than climb back to third, his fuel gauge warning him not to go all out in pursuit of the leading pair. By then these were Piquet and Senna – in the active ride cars.

Piquet led for the first 24 laps, but after a relatively disastrous stop – a jack fell, a wheel stuck – he rejoined behind his fellow Brazilian. For a long time it seemed Senna would take Lotus's third win of the year, but once Piquet had warmed – like his tyres – to the chase there was little Senna could do – especially as his gamble of not pitting began, like his own tyres, to come unstuck.

In the end, though, Senna handed victory over. Looking for a way past the

Ligier of Piercarlo Ghinzani, he spun and Piquet was through. Spurred by anger at the mistake, Senna went for it, setting fastest race lap on his 49th tour in a magnificent but vain pursuit. The two were separated by 1.8 seconds at the end, Senna's car coughing on the line and running dry almost at once.

Mansell, complaining of poor fuel economy and bad tyre vibration, was a distant third, while Berger took advantage of Boutsen's trouble with the Benetton's undertray to get by into fourth, so ending a five-race barren spell. Sixth was Stefan Johansson, whose team-mate Prost trailed in 15th of the 16 classified finishers. Electronics trouble very early in the race and worries over both fuel and tyres conspired to frustrate the little man, but he kept running to see what other problems might be met and resolved. That he set fastest race lap at one stage was eloquent tribute to the professionalism and sheer racing determination Prost brings to his work.

Patrese's Brabham duly gave up the ghost after just six laps, to be joined two later by that of Andrea De Cesaris, but the expected carnage among the turbos did not happen, which left fewer scraps for the normally-aspirated runners to pick up.

Best of the bunch after a tussle with the Lola of French compatriot, Philippe Alliot, was Philippe Streiff, who forced the Tyrrell through in typically robust manner, closing the gap on team-mate Palmer in the Jim Clark Cup to 11 points.

The other talking point of the weekend was the steady stream of visitors to the Williams' motorhome, as the queue forms to replace Piquet. Patrese, who tested for the team in Italy before the race, seems to have emerged as front runner, with competition from Johansson, Eddie Cheever and possibly Derek Warwick, with Martin Brundle an outside bet.

With his team out of sight in the Constructors' table, Piquet has put one hand on his third Drivers' crown. The win also adds his name to that elite list – Stewart, Prost, Clark, Lauda, Fangio – with 20 or more Grand Prix triumphs. He and Mansell both expect to be in active ride cars for Estoril, but there could be no doubting the growing confidence behind the smile on Piquet's face as he looked down on his Italian worshippers from the safe heights of the podium and a 14-point lead in the Championship.

STUART SYKES

CAMEL
Team Lotus
HONDA

CAMEL
RACE CARD

ITALIAN
GRAND PRIX
MONZA '87
ROUND 11

LOOKING AHEAD

THE Formula 1 World Championship surges into the second half of the series with another orgy of outright speed and power: this time in the Gran Premio d'Italia at Monza.

And Camel Team Lotus Honda will be calling on all the power they can muster from the dominating Honda engines and all the technical expertise they have accumulated in a bid to notch up their third win in front of the screaming Italian "tifosi" on one of the fastest circuits of the season.

"I'm looking forward to racing in Italy again in front of the 'tifosi'," says Ayrton Senna, who is currently second in the championship with 43 points. "I haven't had much luck at Monza in the past but I hope it will be different this time."

"The circuit is not so hard on the tyres but what is important is fuel efficiency and having a good powerful engine – which we've got," he added.

Ayrton's race engineer Steve Hallam, gave an experts view of this round of the World Championship: "I think we can expect to see speeds in excess of 350 kilometres an hour," he predicts. "Monza is a light downforce type of circuit, bumpy and full of chicanes."

"That means there are conflicting requirements of first and second gear corners as well as high top speeds. So the cars need good brakes and good balance for low speed change of direction. There is also the problem of 'one wheel' bumps and obviously the need for good traction out of the chicanes."

"We will be drawing on our Hockenheim experience but we will also have the advantage now of the



new bodywork," he adds.

"The team was disappointed with our result in Austria because we thought we could have finished much higher. Ayrton suffered at the start and then there was the Alboreto incident. But we hope to show in Monza what the team is capable of on high speed circuits," he said.

How does Ayrton view the Monza circuit (which is little more than three long straights, each punctuated by a chicane)? "Ayrton has no favourites. He treats one circuit like another. If the car is capable of it Ayrton will be quick," says Steve.

Team Lotus have won the Italian Grand Prix five times beginning with Jim Clark's victory in the 1.5 litre Lotus-25 Climax in 1963. A

string of three successive victories followed with Emerson Fittipaldi's win in 1972 and then two victories by Ronnie Peterson.

It is now exactly a decade since Team Lotus won at Monza – that was with Mario Andretti in the three litre Lotus-78 Ford.

Ayrton has raced at Monza twice. In 1985 he started from pole and finished third behind Alain Prost. Last year he started from fifth position but his transmission broke on the start line.

This year Ayrton is hoping for better luck: "I hope to be up the front for the start of the Monza race and get a good result as well," he said.

The race will be another step in the learning curve for Camel Team Lotus Honda second driver Satoru Nakajima in his first year of Formula

1. Satoru has already scored six World Championship points and is proving an invaluable asset in developing the powerful Honda engine.

Italian Grand Prix Results in 1986:

1. Nelson Piquet (Williams).
2. Nigel Mansell (Williams).
3. Stefan Johansson (Ferrari).
4. Keke Rosberg (McLaren).
5. Gerhard Berger (Benetton).
6. Alan Jones (Lola).

Championship positions after Italy 1986:

1. Nigel Mansell 61.
2. Nelson Piquet 56.
3. Alain Prost 53.
4. Ayrton Senna 48.
5. Keke Rosberg 22.
6. Stefan Johansson 18.

Official Starting Grid

ITALIAN FORMULA ONE GRAND PRIX

Monza

Length: 5.800 km
3.604 miles



6	N. PIQUET	BRA	1'23.460			5	N. MANSELL	GBR	
	CANON WILLIAMS-HONDA			-(1)-	1'23.559		CANON WILLIAMS-HONDA		
28	G. BERGER	AUT	1'23.933			12	A. SENNA	BRA	
	FERRARI			-(2)-	1'24.907		CAMEL LOTUS HONDA		
1	A. PROST	FRA	1'24.946			20	T. BOUTSEN	BEL	
	MARKBORO McLAREN TAG			-(3)-	1'25.004		BENETTON FORD		
19	T. FABI	ITA	1'25.020			27	M. ALBORETO	ITA	
	BENETTON FORD			-(4)-	1'25.247		FERRARI		
7	R. PATRESE	ITA	1'25.525			8	A. DE CESARIS	ITA	
	BRABHAM BMW			-(5)-	1'26.802		BRABHAM BMW		
2	S. JOHANSSON	SWE	1'27.031			17	D. WARWICK	GBR	
	MARKBORO McLAREN TAG			-(6)-	1'27.543		U.S.F. & G. ARROWS MEGATRON		
18	E. CHEEVER	USA	1'28.022			11	S. NAKAJIMA	JPN	
	U.S.F. & ARROWS MEGATRON			-(7)-	1'28.160		CAMEL LOTUS HONDA		
25	R. ARNOUX	FRA	1'28.946			10	C. DANNER	BRD	
	LIGIER LOTO MEGATRON			-(8)-	1'29.465		WEST ZAKSPEED		
9	M. BRUNDLE	GBR	1'29.725			24	A. NANNINI	ITA	
	WEST ZAKSPEED			-(9)-	1'29.738		MINDARDI MOTORI MODERNI		
26	P. GHINZANI	ITA	1'29.898			23	A. CAMPOS	SPA	
	LIGIER LOTO MEGATRON			-(10)-	1'30.782		MINARDI MOTORI MODERNI		
21	A. CAFFI	ITA	1'31.029			3	J. PALMER	GBR	
	LANDIS & GYROSSELLA			-(11)-	1'33.028		COURTAULDS TYRRELL FORD		
30	P. ALLIOT	FRA	1'33.170			4	P. STREIFF	FRA	
	LARROUSSE LOLA FORD			-(12)-	1'33.264		COURTAULDS TYRRELL FORD		
16	I. CAPELLI	ITA	1'33.311			22	F. FORINI	SUI	
	LEYTON HOUSE MARCH FORD			-(13)-	1'33.816		LANDIS & GYROSSELLA		

MONZA '87

Senna says:

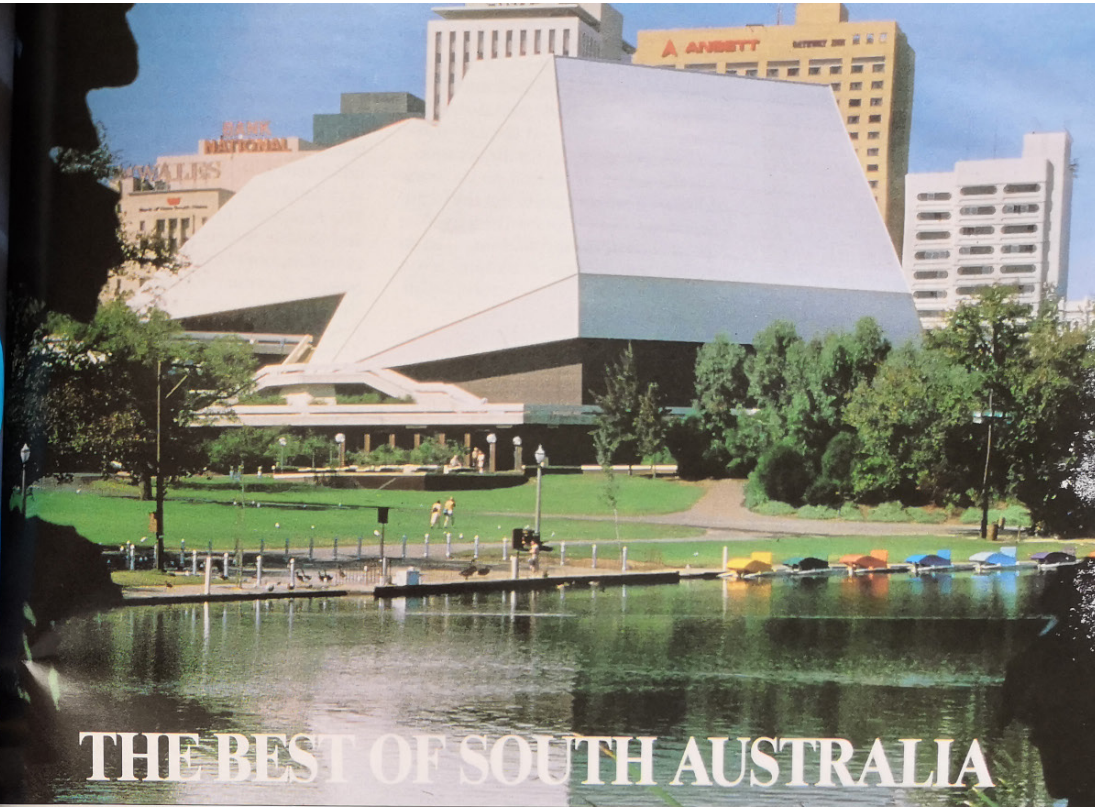
"I hope to be up front at Monza and have a good finish position better than 85!!"



BLUE THUNDER



**FOSTER'S 1987 AUSTRALIAN
FORMULA 1 GRAND PRIX.
ADELAIDE, NOV. 12-15.**



THE BEST OF SOUTH AUSTRALIA

By Tony Baker

Twenty years ago, the good people of Adelaide were regularly wearied with the description of the South Australian capital as the city of churches.

It wasn't especially true then. And you should see it now. The Australian Grand Prix has given Adelaide a new zest and new identity. Adelaide loves its Grand Prix. Loves it. Loves it. Loves it. But for all its glamour and excitement, that's only part of the story. As the car number plates assert, South Australia is the Festival State.

That means it is home to one of the great international showcases of the performing and visual arts, a biennial three weeks in March, attracting performers from around the world. It also means that Adelaide has a very lively taste for the arts between festivals, with its own symphony orchestra, state theatre and opera companies, a gleaming angular Festival Centre by the River Torrens, which is itself one of the symbols of the new Adelaide. But not all festivals are highbrow. For this is also the Wine State.

South Australia produces nearly six out of every ten glasses of Australian wine. And they're the best wines. This is shown every year at exhibitions at home

and abroad. Many visitors will be already familiar with names such as Grange Hermitage Claret, Seppelts Para Liqueur Port and Petaluma Rhine Riesling.

However, with some 150 wineries within easy reach of Adelaide offering literally thousands of wines and available for sampling at an hospitable cellar door, the keenest connoisseur can always make a discovery. With wine and other galas, South Australia has literally scores of festivals. And Adelaide is said to have more restaurants for its population than anywhere else in Australia, offering just about every cuisine devised by man.

Then there are the pubs, some of them ornate and grand colonial era buildings from the 19th century, where the welcome's as cheerful as the beer's fresh. The latest trend is to open boutique breweries in some of those pubs, the house beer fast becoming as much of an Adelaide trademark as the house wine – and the house wines are the best in Australia. Add the other bars and discos, the nightclubs, and a casino which is at least the match of any of the stately gaming houses in Europe, and anyone coming for the Grand Prix can be assured that boredom and malnutrition won't be a problem.

Adelaide, founded just over a hundred and fifty years ago, is as much a way of life as a city. With a population of a million and surrounded by parklands, it nestles between the sea and the gently rolling hills of the Mount Lofty Ranges. The climate is Mediterranean. Summers are long and warm to hot; winters are short and mild. Grand Prix time, as spring moves into summer, is just about ideal.

It's a blend of past, present and future. Adelaide cherishes its legacy of superb architecture, much of which has been improved by subtle and sophisticated restoration.

The old Legislative Council on North Terrace has been turned into an original museum, using sound and light with impressive panache. Down at Port Adelaide there is a Maritime Museum integrated with a complete heritage precinct. The Lipson Street area of Port Adelaide is what The Rocks in Sydney should be, historic and unspoilt. Museums? Deadly dull? Well, compared to a Piquet or Mansell at full throttle they aren't exactly electrifying. But they are fun; they do provide an interlude with a difference.

Adelaide has a taste for difference. That began when its founder, Colonel William Light, set it amid parklands. It continues today, with the conversion of the main shopping street into a mall where buskers and other entertainers create a carnival atmosphere. In the same spirit, that stately casino is actually housed in the former central railway station, and they're all – casino, hotels, bars, clubs – in the heart of a new hospitality district of hotels and nightlife. The buzzwords for Adelaide are that it is unique, safe, welcoming and accessible.

If you have a taste for the low-life, then you'll have no trouble meeting some shady – no, let's say colourful – characters. But these are some of the safest streets on the planet. You can walk from one side of Adelaide to the other in less than half an hour. The city is less than six kilometres from the airport; there are 32 kilometres of sandy beaches in the immediate vicinity.

There is an extensive national park half a mile from the city, into the Hills. You could be a thousand miles from civilisation as you stand in the Australian bush and see and hear for yourself why that word unique is justified.

Cuddle a koala, walk among the kangaroos at feeding time. You have a choice of a variety of accommodation, from five star international hotels to budget motels and caravan parks or, outside town, country house hotels in the European manner. But be warned. Despite an ingenious home accommodation programme, which itself speaks volumes for South Australian friendliness, the House Full signs are up at Grand Prix time. Check first.

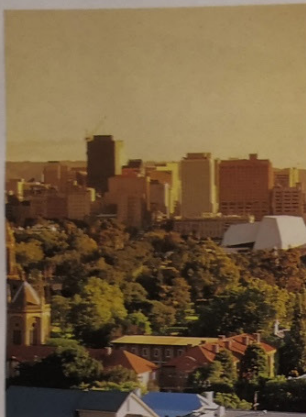
Adelaide has never really sold itself as a great centre for shopping. But there is good shopping, from the latest fashions to unique – that word again – local goods, such as opals dug out of the harsh north. Who can resist a jewel known as 'fire from the desert'? By which time you are probably saying to yourself, if you don't know Adelaide, that this is all too good to be true. There has to be at least one serpent in Eden.

Perhaps. The locals can be rather smug, you can still encounter traces of the old provincialism. But I really believe that Adelaide is a city with that elusive quality, charm, which has somehow discovered or stumbled on the knack of pacing itself to keep up with change. It's why I've lived here for the past twenty years, why I have no plans to move out.

Which is why I now present some of my favourite things in and around Adelaide, a partial guide to pleasures. It's very easy to be engulfed by the Grand Prix and its associated events,

from Thursday November 12 to the night of Sunday November 15. Apart from the race itself there is a Streets Alive Carnival, a Grand Prix Ball and a Not The Grand Prix Ball, aerial display, mardi gras, concert and display of the Australian Navy, in port for the occasion.

The action is centred on the track taking in those parklands, but the night-life swings right around the city. *The Hilton International Adelaide* (just to confuse you, Adelaide actually has a suburb named Hilton) in Victoria Square



The Adelaide Skyline

Below: The Barossa Valley



is a classy watering hole which makes a good place to start or finish. A lordly place, Adelaide has four pubs named after earls, *The Earl of Aberdeen*, in Pulteney Street (very much the Grand Prix part of town) is one of those boutique breweries I mentioned. At Grand Prix time the Foster's signs tend to be rather ubiquitous and it's good

stuff, too. But the small family-owned brewery, *Coopers*, make the Earl's beers. Try them out; they're super. As for the pub, very noisy, very chic. The sort of place which gives restoration a good name.

Restaurants abound, many of them laying on special Grand Prix menus and other temptations. Among Asians I am very fond of, and strongly recommend, *The Bangkok* on the corner of Frome and Rundle Streets, the *Jasmin* and its twin *Tandoori Oven*, one in Hindmarsh Square, the other south of the city, the *Beijing* in Angus Street, *Impian*, diagonally opposite the *Bangkok*, and *Matsuri* in Gouger; Thai, Indian, northern Chinese, Malaysian and Japanese cooking respectively. See what I mean about variety!

Among French: *Chloe's* at Kent Town, *Mistress Augustine*, North Adelaide, *Magic Flute*, North Adelaide, *Dutby's*, Parkside, *La Terrace*, city, lead the way.

My choice steakhouses are *Stratos*, *Cork And Cleaver*, about a ten-minute cab ride from town, and *Leon's* on Norwood Parade. Places which go in for nosh with bags of swank start with *The Grange* at the Hilton and embrace the *Ayers House* restaurants, *Mauson House*, *Windy Point* and *Braested* – the latter, part of a group owned by Bill Sparr and known with absolute inevitability as the Sparr pool – *Sables* on North Terrace and *Drumminor*, in outer suburbia.

Italian, and it is *da Clemente*, *da Libero* and *Ettore*. Places like the enormously popular *Rigoni's* bistro and *Jolley's Boathouse* are in a class of their own. For cheap eats, seek out one of the recent mushrooming of pasta parlours, and although seafood prices are generally diabolical, the fish and chip shops along Gouger Street are fun. It is left entirely to your own discretion whether you pause at a piecart for that quaint Adelaide delicacy, a meat pie in a bath of pea soup topped with ketchup, known to the locals as a 'floater'. Outside Adelaide in the Hills at Bridgewater, Brian Croser of Petaluma has created *Bridgewater Mill*, where the wines are immaculate and the food (new French) can be stunning. Keep that high on your agenda.

Down south along the wine coast of McLaren Vale, *Middlebrook*, part restaurant, part winery and all good, is a splendid destination. So is *The Barn*, with courtyard eating, also *Pipkins* and *Prewetts*. North into the Barossa Valley, the *Barossa Pheasant Farm* is, in my view, our best regional restaurant, better than most in the city. There is little point in recommending particular wineries. With that 150 to choose from it almost spoils the fun. But Seppelt's headquarters at *Seppeltsfield* (near the

Pheasant Farm) is a delight, as is the approach road. Further north, about two hours' drive from Adelaide, the Clare Valley is less developed for tourists but compensates with charm. Tatehams at Auburn offers tranquility, rooms and excellent food. Mintaro is a hamlet which is bespoke tailored for those who crave simple nice times.

While mooching around town, make a point of visiting *Haigh's* chocolate shop on the corner of King William Street and Rundle Mall. They make their own, and chocoholics will faint with bliss. Then further down the road *Ditter's* sell uncommonly fine nuts and preserved fruits at one of several locations. The gourmet cake is as moreish as Haigh's chocolates. Don't miss the central market either. Colour galore. King, a special kind of monarch, of the local rag trade is bush outfitters *R.M. Williams*. They have a factory in suburban Prospect and a shop downtown at The Gallerie Shopping Centre. At the casino you have a choice of such sudden death games as roulette and blackjack, or the more frivolous and modest keno lottery-like flutters and Australia's very own and very rowdy Two-Up.

Hindley Street, parallel with North Terrace, is the focus of the bars and (fairly tame) discos such as *Jules*.

If you want to make a real meal of it after the race, head for one of the river towns, charter a houseboat and really relax, gliding down the Murray, as distinctive in its own way as the Nile or Rhine.

And Adelaide is now very much a gateway city. As well as the scheduled international flights, for the first time in its history it is at the heart of a national road network worthy of the name, with completed sealing of the Stuart Highway all the way to Darwin.

Adelaide at Grand Prix time is Adelaide at its best. And from here you can find out what other locals and visitors have found to their delight. It's exotic, surprisingly affordable and great fun.

Right: Central Market near Victoria Square

Below left: The River Murray

Below Right: Botanic Hotel, through the gates of Botanic Gardens

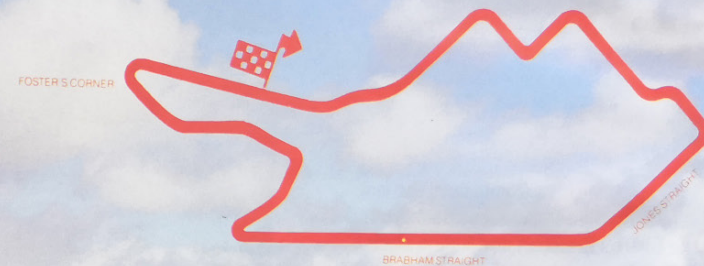


FOSTER'S 1987 AUSTRALIAN FORMULA 1 GRAND PRIX NOVEMBER 12-15

DRAFT RACE PROGRAMME

Thursday, 12th November	11.30-12.00 Formula 2 Qualifying (1)
	12.30-13.00 Formula Ford Qualifying (1)
	13.30-14.00 Group A Touring Car Qualifying (1)
	14.15-14.30 Demonstrations
	14.45-15.15 Formula 2 Qualifying (2)
Friday, 13th November	15.45-16.15 Formula 1 Challenge
	10.00-11.30 Formula 1 Practice (1) Untimed
	12.00-12.30 Demonstrations
	13.00-14.00 Formula 1 Qualifying (1)
	14.30-15.00 Formula Ford Qualifying (2)
Saturday, 14th November	15.30-16.00 Group A Touring Car Qualifying (2)
	16.30-17.00 FORMULA 2 RACE - 15 LAPS
	17.30-17.45 Nissan Celebrity Challenge Practice - Untimed
	10.00-11.30 Formula 1 Practice (2) Untimed
	12.00-12.30 Continental Airlines Historic Car Demonstration
Sunday, 15th November	13.00-14.00 Formula 1 Qualifying (2)
	14.30-15.15 FORMULA FORD RACE - 12 LAPS
	15.45-16.45 GROUP A TOURING CAR RACE - 32 LAPS
	17.15-17.45 Nissan Celebrity Challenge Qualifying
	18.30 Betts & Betts/Adidas Grand Prix Classic
	10.00-10.30 Formula 1 Warm Up
	11.00-11.15 NISSAN CELEBRITY CHALLENGE - 5 LAPS
	11.45-12.45 Continental Airlines Historic Car Demonstrations
	14.00 FOSTER'S 1987 AUSTRALIAN FORMULA 1 GRAND PRIX - 82 LAPS

All this schedule is subject to alterations



AUSTRALIA - ADELAIDE
Australian Grand Prix, November 15.
Length: 3.778 km
Lap record (race): Piquet (Williams)
1 min. 20.787 secs. (168.398 km/h.)



LEON'S BISTRO

LEON'S BISTRO, at 194 The Parade, Norwood, has been something of an Adelaide institution for over 20 years, with its reputation firmly based on good informal eating and carefully selected wines at reasonable prices.

DAMIAO and DILIA DE FREITAS are practically an Adelaide institution themselves, having left their distinctive mark on some of the city's favourite restaurants over the last 15 years. With their Portuguese background and the Bistro's Brazilian and Italian chefs, the menu always delivers the unusual as well as pasta favourites, grills and seafoods.

With that Portuguese and Brazilian mix, it's inevitable that Grand Prix time will see some special dishes on the menu and Damiao has some surprises up his sleeve. And there's a complimentary glass of champagne for every diner during Grand Prix week!



A great place to pop in for a drink or to share a bottle of wine with friends, as well as lunch and dinner. Opening hours are from 11 am Monday to Friday and from 5 pm on Saturday – but could be earlier during Grand Prix week. Telephone to make sure. Telephone 332 1702.



7 GAWLER PLACE ADELAIDE
beneath David Jones carpark

Retailers of quality men's apparel. Sirocco For Men. A gentlemen's complete outfitter. Stocks exclusive Australian made merchandise to compliment every occasion, be it trackside or the Casino. Enjoy personalised service and advice.

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YOUR FIRST STOP FOR PRIX EDITIONS
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AND T-SHIRTS.
LOOK YOUR BEST AT THE GRAND PRIX

Viva la Wombat!



The 1985 Australian Grand Prix stimulated international interest in the Adelaide-based VIVA LA WOMBAT! design company and its range of colourful wombat-themed T-shirts and sweats. Now their merchandise is available in Europe, U.K. and U.S.A., as well as from major retailers and department stores throughout Australia, and has been expanded to include swimwear, sleepwear, scarves, sunglasses, bags, placemats and children's wear. In 1988, their distinctive designs will also appear on bed linen, stationery and knitwear.

The wombat is still top favourite, but parrots, crocodiles, fish, cockatoos, koalas and the odd shark are all featured in their vibrant designs and abstract prints that are good enough to frame.

Enquiries: Viva La Wombat,
278A Rundle Street,
Adelaide, South Australia, 5000.
Telephone (08) 223 1263

THE EARL OF ABERDEEN
316 Pulteney Street, Adelaide. Phone: 223 6433



The Coopers Ale House

Is it Adelaide's best Boutique Brewery? Or Adelaide's best Restaurant? Or Adelaide's best Pub? Not so long ago it was a derelict pub. Now the Earl of Aberdeen has been turned into one of the top spots of Adelaide and the answer is probably "all three!" Certainly, if the crowds thronging the elegant timber and brass front bar every night of the week are any indication.

Responsible for the dramatic change are directors Anthony and Lynnece Schmidt, and Adelaide's famous brewery, Coopers. This is the first time in 125 years of existence Coopers have owned a hotel and they've come up with a range of beers exclusive to the Earl... Carrington Pale Ale, Earl's Best Light and Aberdeen Scotch Ale, all of them brewed naturally on the premises by head brewer, Max Cooper.

You can also select from top South Australian wines in the Hotel's Gazebo Restaurant, which specialises in flame-grilled aged beef.

The Earl of Aberdeen is open Monday to Saturday, 11 am to midnight, and Sunday 11 am to 8 pm. But be warned – on Friday and Saturday nights it's standing room only!

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TOURS – KIOSK – BOTTLE SHOP

You are always welcome to stroll through the magnificent grounds and historic winery

OPEN

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TOURS

Mon–Fri 10.00 am, 11.00 am, 1.00 pm, 2.00 pm, 3.00 pm

Sat and Sun 11.30 am, 1.30 pm and 2.30 pm

B. Seppelt & Sons Ltd. PO. Box 221 Tanunda SA 5352

Phone (085) 62 8028 or (085) 63 2626

MIDDLEBROOK ESTATE

Less than 30 minutes' drive from Adelaide puts you in the heart of the McLaren Vale wine district, and MIDDLEBROOK ESTATE on Sand Road (well signposted off the main road) gives you the flavour of the Southern Vales in both food and wine.

It's a combination of restaurant and winery, with the emphasis on fresh, local produce to complement their own wines. Taste first, then your selection is available to you at your table at cellar-door prices. The restaurant is light and airy, with wonderful sweeping views over lawns and lake. On summer Sunday nights, special Jazz Barbecues are held al fresco from 7.00–10.00 pm. (Next one November 22nd.)

Head chef, Steve Taylor, is mainly responsible for Middlebrook's original menu items and they've achieved a formidable reputation for their kangaroo cuisine alone. (Try Kangaroo Filet in Cracked Black Pepper with Sauce Bordelaise). Another must: Fresh Blue Swimmer Crab with warm Baby Octopus in Mild Chilli Sauce . . . followed by White Chocolate and Fruit Icecream. And not forgetting the special house liqueur, Honey Cumquat (take a bottle home!)

Ring TONY LUCAS, General Manager of Middlebrook, for more information on their special Food and Wine Dinners each month. Otherwise, Middlebrook is open for lunch only, 7 days a week. Telephone 383 0004.



PETALUMA'S BRIDGEWATER MILL

"RESTAURANT OF THE YEAR AWARD 1986"

Sol Simeon



Petaluma Restaurant

Dinner: Thursday–Saturday Lunch: Sundays

"As the showpiece for a winery complex at Bridgewater in the Adelaide Hills, this restaurant combines the very best in local produce and wine"

VOGUE

Elizabethan Granary

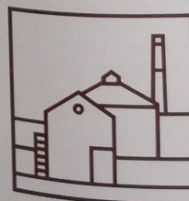
Lunch: Monday–Sunday Granary Nights: Wednesdays

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**PRIX
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Travel



ANSETT'S WHITSUNDAY WONDERLAND

The Whitsunday Passage, a safe sea channel through coral reefs and islands off the Queensland coast, was first sailed by Captain James Cook in the "Endeavour" 217 years ago.

Today, the area is a tourist magnet. Resort development in The Whitsundays and The Great Barrier Reef area typify the pace of tourism industry development underway throughout Australia.

Trade winds, spectacular coral formations, palms, sun and sea are readily accessible to tourists who choose from a wide range of resorts providing luxury or simplicity.

The Whitsunday wonderland has its own sea and air transport network, serving a central jetport on Hamilton Island. Luxury launches, water taxis, helicopter and amphibian aircraft ply between the islands.

Situated on approximately the same latitude as New Caledonia and Rio de Janeiro, one of the principal attractions of the Whitsundays is its proximity to the outer Great Barrier Reef.

It was in 1947 that Ansett first recognised the enormous potential of Australia's Great Barrier Reef and The Whitsunday Passage, and particularly the idyllic island of Hayman. The Royal Hayman Hotel was opened in July 1950, and established itself as the premier Australian resort.

Tourist development in the Whitsunday Region has continued over the past three decades. The explosive development and upgrading of the area was catalysed by the opening of a jetport facility on Hamilton Island.

Ansett, in association with Hamilton Island owner and developer, Keith Williams, jointly built the \$10 million airstrip, and its opening was a milestone in the development of Queensland's Whitsunday Passage and Barrier Reef tourism.

Hamilton Island is now one of the best known resorts in Australia and also the biggest, with a capacity of 1200 guests.

Australia's most luxurious resort, Hayman Island re-opened in April this year after a \$200 million total redevelopment.

Ansett own and operate the resort lease on South Molle Island, a beautiful island located in the middle of the Whitsunday Passage. South Molle has always had a fine reputation as a family holiday destination.

Ansett has also purchased an extensive South Molle-based Barrier

Reef Marine tourist operation venture, and on Hook Island operate an underwater observatory.

The Whitsunday Passage is one of the world's finest cruising waterways. The predictability of the wind and the numerous sheltered anchorage spots make boating one of the fastest growing facets of the Whitsunday tourist industry.



HAYMAN ISLAND - IT'S TIME TO START DREAMING

Australia's most luxurious resort, Hayman Island, near the Great Barrier Reef, re-opened earlier this year and welcomed its first guests after being closed 20 months ago for complete re-development.

Ansett Transport Industries Limited has spent nearly \$200 million re-developing the island which pioneered high quality tourist development in the Whitsunday area when it first opened in the early 1950s.

Seven years ago the Joint Managing Director of Ansett, Sir Peter Abeles, visited the island and said:

"It's time to start dreaming again".

A feature on Hayman is a video player in every room, with a library of video films from which to choose.

Hayman's other special feature is 24-hour room service seven days a week. Visitors may flock to Hayman just for the food alone, as the resort could well become the culinary capital of Australia.

"La Fontaine" is Hayman's signature restaurant, serving exquisite French cuisine prepared by international chefs. It is a classic Louis XIV style grand dining room with its central fountain and computerised soft lighting which creates a special ambience - there is even a gold-leaf dome in the ceiling.

35-minute journey through the Whitsundays aboard the three million dollar luxury vessel, Sun Goddess I, they will be dazzled by Hayman's colour, particularly the greenery.

A state-of-the-art communications system also exists, including access to satellite television.

The Entertainment Centre features local and overseas performers. Boutiques, beautician, hairdresser, newsagent, photographic shop and business executive facilities.

Hayman sporting facilities range from a specially dedicated dive boat, with full diving instruction in English



The new Hayman Island resort will have six restaurants, seven bars, one hectare of swimming pools, more than a hectare of marble and sandstone, and an art, antique and sculpture collection worthy of a museum.

Landscaping Hayman Island resort has cost seven million dollars. It involved planting more than 660,000 plants and 900 North Queensland coconut palms. More than 20 nine-metre date palms were transported to the island from a Convent at Swan Hill in Victoria.

Project Director, Mr. Barrie Loiteron, said the Hayman Island resort would have 242 guest rooms and suites, and a staff of 350.

The 90 rooms and suites in the West Wing give a new meaning to the word luxury. They include king or queen size beds, marble bathrooms with personal toiletries, hairdryers and bathrobes, ceiling fans and full air-conditioning.

There is a Private Dining Room for special occasions, offering seating for up to 20 people.

"La Fontaine" also features magnificent interior decor including five Waterford Crystal chandeliers, Chinese Ming vases and plush carpets designed in Australia, using Australian wool and specially woven in China.

Original Australian art from the Hayman art collection also features strongly in this elegant setting.

Adjacent to "La Fontaine" is the stylish English Club Lounge, with solid wood panelling throughout, huge comfortable chairs and sofas, and acoustics that prevent conversations from being overheard more than four feet away. The Club Lounge also consists of a library of leather-bound and current books, and a cosy fireside.

There is a Billiard Room featuring a full-size, hand-carved, circa 1840 Herron-Smith billiard table.

When guests arrive after their

and Japanese, as well as parasailing, waterskiing, windsurfing and sailing. A sporting complex is also planned, consisting of indoor tennis courts and a fully equipped gym.

To overcome traditional water and electricity shortages, Hayman is totally self-sufficient. The resort has its own desalination plant, installed at a cost of four million dollars, that provides over 600,000 litres of water per day, giving the island a supply of fresh water for some 35 days.

A fully automatic powerhouse has also been built at a cost of ten million dollars. The five generators can produce enough power to light up a small town. This will ensure that Hayman's elegant accommodation will be kept cool at all times, so vital in the tropics.

Hayman set a new standard of luxury when it first opened 37 years ago. It is now creating a new standard of excellence and ambience that will lead Australia's growing tourist industry.



HAMILTON ISLAND RESORT - NO PLACE LIKE IT IN THE WORLD

Hamilton Island is situated in the heart of the Whitsunday Passage on the Great Barrier Reef, just 170 nautical miles south of Townsville and 500 nautical miles north of Brisbane.

In 1985, Hamilton Island received the coveted Australian Tourism Award for the best resort in Australia, setting a national standard of excellence in accommodation, facilities and service.

One of the island's unique features is its 1,824 metre jet airstrip. Owned in conjunction with Ansett Airlines, the airstrip can accommodate the Boeing 727, 737 and the twin-aisle 767 jet aircraft.

There are non-stop flights to the island from Melbourne, flying time 2 hours 40 minutes; Sydney 2 hours 10 minutes; Brisbane 1 hour 10 minutes; Rockhampton and Cairns with convenient connections from international gateways.

Following the Australian Formula One Grand Prix, Ansett is operating a direct jet service from Adelaide to Hamilton Island on Tuesday, November 17.

The resort is divided into two distinct areas. The resort side, cradled by Catseye Beach, is comprised of five different styles of accommodation, sporting facilities, restaurants, bars and pools.

The harbour side, with its busy 200-berth floating marina, charter base, shops, restaurants, bars and entertainment venues, is styled in the true spirit of colonial Queensland.

The main complex on the resort side boasts a magnificent cedar reception foyer of water fountains, cane lounges and exotic palms, overlooking tranquil Catseye Beach.

It has a shopping arcade, with exclusive ladies and menswear boutiques, a jewellery shop, the a la carte Dolphin Room Restaurant, the Phoenix Room Entertainment Centre and the Endeavour Conference Room.

Hamilton Island has just over 400 luxurious hotel rooms and apartments, with a total capacity to cater for over 1,300 guests at any one time - a first for a Great Barrier Reef Resort.

At Hamilton Island we believe we have something to suit all tastes and budgets.

At Hamilton Island the emphasis is on relaxation and recreation, with an extensive range of facilities and activities to cater for all tastes.

The Health & Racquet Centre is the perfect playground for the energetic and not so energetic.

It is complete with six floodlit tennis courts, two squash courts, a gymnasium boasting \$50,000 worth of the latest Nautilus equipment, spas, saunas, billiard table and fully qualified masseur.

There are six freshwater pools on the island, the main pool being one of the largest in the Pacific. This palm-fringed pool is in the heart of the Resort and has its own tropical island, featuring a swim-up cocktail bar.

Catseye Beach, the island's main beach, is host to a variety of water sports such as parasailing, windsurfing, catamaran sailing, single and double paddleboards, waterskiing, outrigger canoeing, snorkelling, jetskiing, fishfeeding, to just enjoying Hamilton Island's perfect weather conditions.

Instructors are on the beach each day with handy hints and assistance, no matter what the choice.

The island's professional P.A.D.I. training facilities, H2O Sportz conducts from two-hour introductory dive courses in the Resort's main pool to International Open Water Certification teamed with dives at local fringe reefs to exploring the Great Barrier Reef.

Hamilton Island now has one of the largest fleets of helicopters, with a total of four in operation. Guests can take a

scenic flight over the surrounding islands or fly over the Great Barrier Reef. The island's outer reef pontoon, situated at Black Reef, has among the best coral formations and diving conditions in the world.

The 280-foot pontoon is manned by a dive master, and houses a 5 cf Bauer compressor for quick tank fills.

Hamilton Island prides itself on its range of international cuisine.

The resort side's choice ranges from the a la carte Dolphin Room Restaurant, which is partly surrounded by the Dolphin pool; the Outrigger Room, famous for its delicate seafood recipes; Frenchy's, a casual char grill right on Catseye Beach; and the Coffee Shop, ideal for light meals and snacks.

The harbour side boasts Ristorante Corsaro's, with its authentic Italian fare; Pinks Pizzeria, which also has a take-away section; the informal Mariner's Inn and the Resort's newest oriental restaurant, taking the total dining venues to eight. The new Chinese restaurant can seat up to 200 guests and serves traditional Cantonese dishes, with a separate dine-out section for take-away meals.

A bakery, fish market and ice cream parlour along the picturesque waterfront are all perfect choices for take-aways, with landscaped outdoor eating locations throughout the resort.

The island has seven bars, including the roving "Booze Mobile". As its name suggests, the Booze Mobile drives around the Resort, serving cool drinks and refreshments to wherever thirst is found.

Nightly entertainment at Hamilton Island varies from relaxing in the elegant piano bar, in the James Cook room in the main complex, to enjoying live performances by local artists, or dancing the night away in the new waterfront nightclub, Dirty Nellies.

SOUTH MOLLE ISLAND –

COCONUT TREES AND BOUGAINVILLIA

South Molle Island, just eight kilometres off the mainland at Shute Harbour, is one of Ansett Holidays' most popular island resorts, because it caters to the needs of everyone – young, old, married, single and children.

Even getting to the island is fun. Passengers fly with Ansett into the Hamilton Island jetport and transfer to South Molle on a high-speed catamaran.

The village-style resort is set on the beachfront amongst palms and bougainvillea, and has one of the largest ranges of holiday accommodation in Queensland, from budget cabins to luxury beach-front units.

Wondering what to do is never a problem on South Molle. The island is a national park, so there are plenty of walking tracks though the beautiful forest country to hilltop lookouts, with spectacular views of the Whitsunday Passage. The coastline is a series of secluded bays, beaches and inlets that are perfect for swimming and diving.

Seeing the beauty of the Great Barrier Reef is a must for anyone who visits South Molle. This can be done

from the underwater observatory at Hook Island, or by learning to scuba dive with a qualified instructor. Seeing the outer reef from a semi-submersible coral sub is an unforgettable experience.

Children are well catered for on South Molle Island. There is a nursery for pre-schoolers open 8.30 am–12.30 pm daily, which is supervised by qualified pre-school teachers. When the all-day Barrier Reef Cruise is operating, the nursery is open all day to allow parents to go on the cruise.

At 6.00 pm there is a 'toddlers' meal' and the children are looked after till 9.00 pm so parents can enjoy a quiet dinner.

School age children are not forgotten – there are plenty of activities for them to participate in during the day,

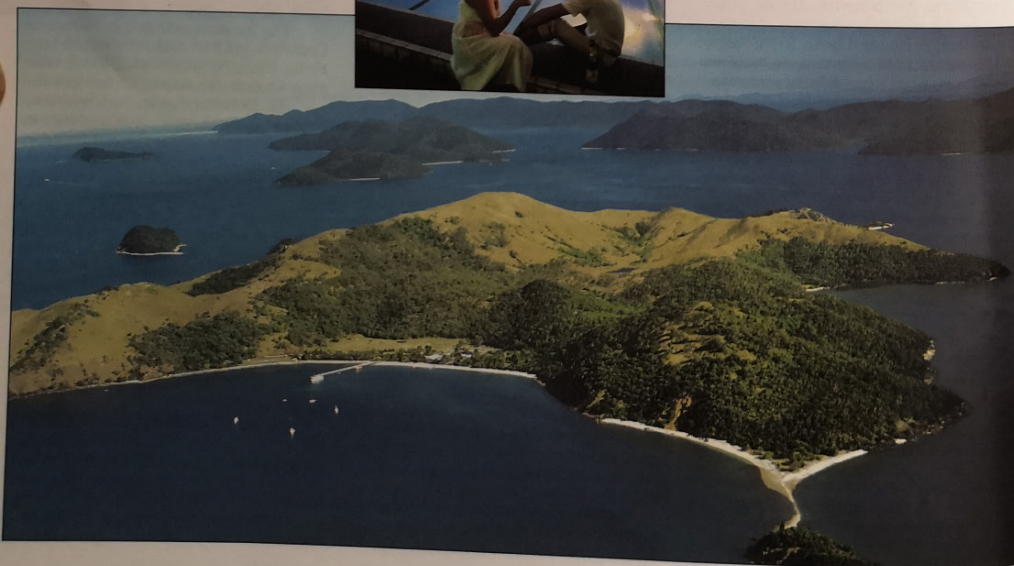


which are well organised and supervised. During school holidays, dinner is served at 5.00 pm for children. Weather permitting, it is a BBQ outside followed by games till 8.30 pm.

Three meals a day are included, with special emphasis on fresh local foods, tropical fruit and seafood. Meals are served in the Tropical Dining room overlooking the pool and there is also the magnificent 'Coral Room' a la carte restaurant for that extra special dinner. After dinner you can dance the night away; there could be a cabaret, disco, Hawaiian night, fancy dress, bingo, or the island's own special entertainment – toad racing.

Entertainments and activities included in the holiday total costs are archery, tennis, squash, volleyball, spa/sauna, live entertainment, disco, gymnasium, organised beach sports, snorkelling, paddle skis, 25-metre fresh water pool, children's wading pool, beach towels, 9-hole golf and child minding in the mornings.

Brochures and further information are now available from Ansett offices and travel agents.



There's so much included on South Molle Island, it's a wonder it doesn't sink.



Once you've paid for your holiday on South Molle, you've paid for everything in this picture.

In fact, apart from your drinks and a few activities, just about everything else is included.

To find out what else you won't have to pay for, call Ansett or your travel agent.

Ansett Holidays.



\$100

Brian Mugridge of Whyalla, South Australia

Thank you Amateur Photographer

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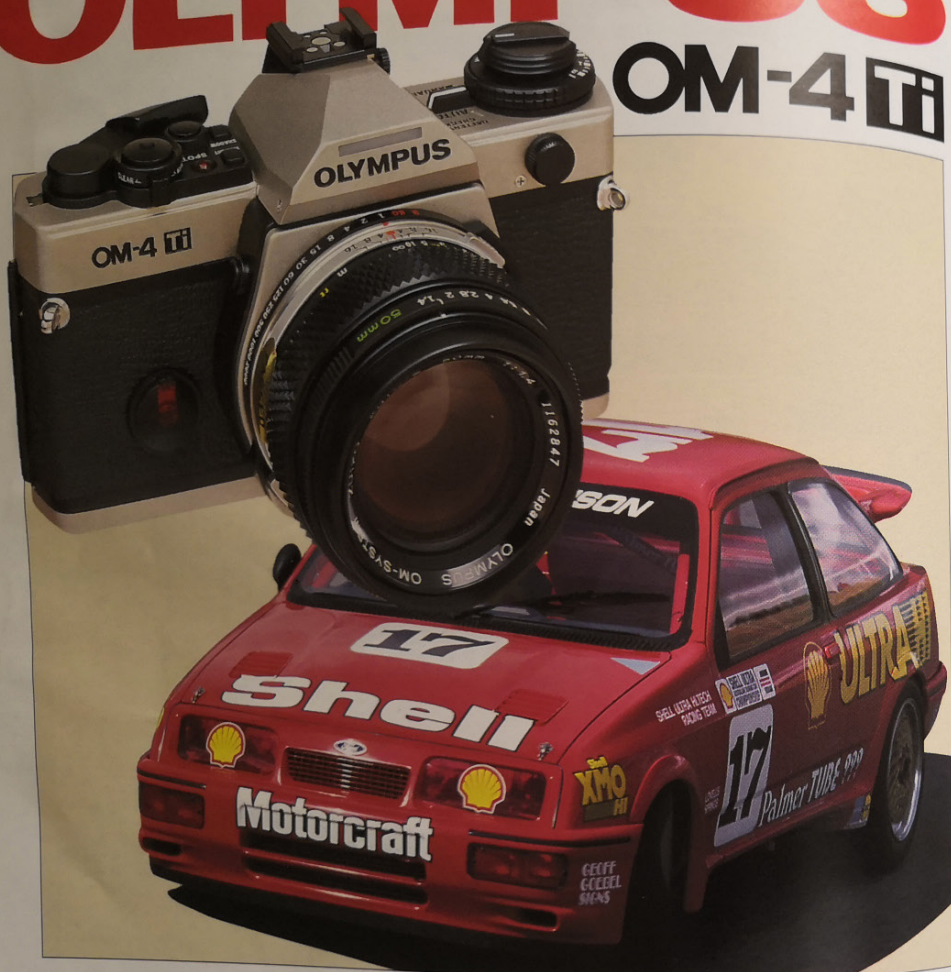


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COLONI FORD COSWORTH



NICOLA LARINI - COLONI FORD

NICOLA LARINI

The 1987 Italian Grand Prix will be a true baptism of fire for two former Italian Formula 3 champions. Presenting his new Ford-powered Coloni chassis, Enzo Coloni (champion in 1982) will make his debut as a Formula 1 entrant, while 23-year-old Nicola Larini (champion in 1986) is the driver in whom Coloni has placed his trust.

Born in the western Italian city of Camaiore, near Lucca, on March 19, 1964, Nicola started his competitive career at age 14 as a motocross rider. The son of a motor-sporting family, he then raced karts for two years until 1982, when he enrolled in the Henry Morrogh School under the driver training scheme administered by the CSAI, Italy's motor-sporting body.

His four-wheel campaign had to wait until halfway through the 1983 season, when Nicola made his first four-wheel appearance in a formula Fiat Abarth. Having scored four points that year, he continued in the category in 1984. Two victories and seven points-scoring results gave him third place in the overall championship, second in the "under 23" category.

Anticipating the next step on the ladder, Nicola had already contested one Formula 3 race at the end of 1984, with a Ralt, in which he finished fourth at Misano. He signed for 1985 with Enzo Coloni, the man who was to become his F1 entrant, but most of their efforts were wasted on the uncompetitive Martini chassis raced by him and his team-mate Alex Caffi.

For 1986 Nicola stayed in F3 with Coloni, who switched to Dallara equipment. The season developed into a thrilling duel between Nicola and his Coloni team-mate



ENZO COLONI

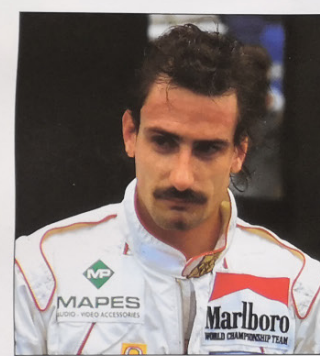
Marco Apicella, with Nicola taking five wins and the championship. He regards his best race as the Monza Lotteria, in which he started from sixth place on the grid but quickly fought past those in front of him with some on-the-limit outbraking and overtaking manoeuvres.

In anticipation of the Coloni F1 venture, the 1987 season has not seen Nicola competing regularly. However, he took part in the Monaco F3 race, taking his Guido Forti-entered 1986 Dallara-Alfa to fourth place, an improvement on fifth place the previous year. At Enna-Pergusa, in July, he made his Formula 3000 debut in Forti's new Dallara, only to spin off on the first lap. He finished 16th at Brands Hatch in the same car. Nicola has also done some touring car duty with the factory Alfa Romeo team, joining the crack Laffite/Barilla pairing to finish 12th, after turbo problems, in the Spa 24 hours.

Much depends now on the results of the F1 experience at Monza. Nicola has always insisted on carefully approaching each new stage of his career: his sights are set on staying in Formula 1, but he knows that 1987 will be a learning year. He is prepared to wait for the right opportunity.

FRANCO FORINI

Making his F1 debut in the Italian Grand Prix at the wheel of a second Osella-Alfa is the 28-year-old Swiss driver Franco Forini, the 1985 Italian Formula 3 champion. Although born in Muraltio, Switzerland (birth date: September 22, 1958), Franco has spent most of his life in Milan, which means that Monza will be his "home" Grand Prix. It was in 1978 that Franco began contesting the popular one-make Alfasud



FRANCO FORINI - OSELLA

championship. From this tough training ground he graduated in 1981 to single-seaters, directly into the Italian Formula 3 championship. After struggling for two seasons against outdated equipment, in 1983 he was able to secure a drive in a new Dallara-Toyota, immediately becoming a front-runner. His first win was at Monza, and other good placings gave him third place in the championship.

Switching to a Venturini racing Dallara-Alfa in 1984, Franco won two races and fifth place in the series. But it was with the Forti team in 1985, now with a Dallara-Alfa, that he took the Italian Title. His score was five outright wins, three seconds and a third. Perhaps the best win was at Monza in the Gran Premio Lotteria, in which the final developed into a dual between himself and Alex Caffi. Though a stern rival then, in the Italian GP Caffi will be Franco's F1 Osella team-mate.

Among the prizes for winning the Italian title was an invitation from Marlboro to take part in a special end-of-season Formula 3000 test day at Paul Ricard in France. As a result of the Ricard Test, Franco was invited to join top Italian entrant Enzo Coloni's F3000 team for 1986. But after a disappointing outing in the team's year-old March at Vallelunga, he switched to San Remo Racing's new March. In a total of five events, his best performance was sixth at Imola.

Although he has been without a regular drive in 1987, Franco has kept himself in race trim by contesting two rounds of the Italian F3 championship. He will be the first Swiss-born driver to contest a World Championship Grand Prix since Marc Surer started the Belgian GP in May 1986.



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It's not entirely a man's world in Formula One. Ruth Starke talks to four women who share the Grand Prix life.

Left: Katherine Valentin



Pic: Ruth Starke

PRIX WOMEN

Twenty years ago, when **Diana Snowdon** started taking Grand Prix photographs, she was not allowed in the pits and often made to stand further back from the track than male photographers. A female in the paddock was assumed to be there for no worthwhile reason. Times have changed and although there are still no more than a handful of female photographers covering Grand Prix racing, Diana Snowdon is a respected and well-known name whose pictures appear in magazines, books, calendars and diaries around the world.

With her equally well-known photographer husband, Nigel, Diana covers the 16 F1 Grands Prix each year, as well as a number of other Formula races in Britain. During the European winter, the off-season in racing, they return to Australia, where Nigel lived for most of his early life and Diana's parents and family still live in Brisbane, where she was born.

Originally trained as a teacher, Diana took the traditional working holiday in Europe in the early 1960s and spent a couple of years teaching in

Britain and working as a governess in Belgium. She met Nigel Snowdon on the ship coming home and her life took an entirely new direction. "We got talking about photography and he asked me if I would like to go back to Europe the following year and try working as a motor racing photographer. I was intending to return anyway and this sounded a lot more interesting than being a governess! When we got to Australia, Nigel took me to a couple of races, and even though I'd done very little photography, I found it a fascinating business". After

5 months in Australia, Nigel and Diana returned to Europe and Diana attended her first Grand Prix in Monaco in May 1967.

"I thought it was tremendously exciting and glamorous – well, with such a setting I don't think you could help but think it glamorous! Perhaps if I'd started at one of the other circuits I might not have thought that! But the whole atmosphere there was thrilling and I took a picture of Jim Clark spinning in the hay basket, which was the first picture I ever had published, and I thought, "Well, this can't be bad!" It seemed easy work at that stage – I didn't have any great pressure on me to make sure I got all the right pictures!" The main problem at first was simply learning to recognise what she was photographing.

"It took quite a few months to really know what I was doing and I often used to get cars in the same team confused. Then I learnt to look at the drivers' helmets, which identified them straight away. When we returned to London that year, I started work in a photographic studio and began to learn the mechanics and techniques of photography and running a studio".

When covering a Grand Prix, Diana and Nigel work together and "share" the race between them. On practice days, she spends the majority of the time in the pits while Nigel does action shots around the track. On race day they divide the circuit between them and in that way manage to cover quite a lot of ground. "Over a weekend I shoot about a dozen black and white rolls and perhaps twice as much colour, working with three cameras. That's for the mid-season races. At the beginning of a season, with new drivers and new cars, I tend to shoot a lot more".

Anyone who has ever been in the



Pic: Ruth Starke

ones who drive for the smaller teams although, obviously, it depends on which country you're selling to. In England, of course, it would have to be Nigel Mansell who generates the most interest. We don't go to their homes as some photographers do, but we try to catch them at odd moments around the track". There's a fine line between doing a job and being downright intrusive. How does a photographer know where and when the line might be drawn? "It's something you learn to sense. Most of the drivers are very pleasant, but some have a higher tolerance level than others and you learn to recognise the signals. Take Nelson Piquet, for example: he was chatting to Niki Lauda and it was an opportunity for some good shots, but obviously it was a private conversation and after a while I could sense him getting irritated – he leans his face on his hand, he puts his hand in front of his face, scratches his nose, pulls his ear, or he turns his face to the side and that's when you turn the camera away and back off".

After 20 years of motor racing, does the adrenalin and enthusiasm ever run a little low? She laughs and shakes her head. "I'm enjoying this year better than most, in fact! Sometimes, towards the end of a season, you tend to get a little bit tired but then you go somewhere new and your spirits pick up and you start to think "Now, what can I do different here?" and then you get keen to try and find new angles, new perspectives. I don't think I'll ever get tired of the life. I love going to Monte Carlo, I used to enjoy South Africa when it was on the calendar and I like Rio, although all the muggings are a worry. But it's such a beautiful place and the crowds are so volatile and enthusiastic, you get some

Right: Agnes Carlier

great shots. Before the race they bring around a huge water tanker with high pressure hoses and spray the crowds to cool them down!"

Because of their hectic life style, with its constant travel and the pressures imposed by international deadlines, Nigel and Diana made a conscious decision when they married, not to have children. "I really love my work and I love all the travelling and I really can't imagine living any other way. We have a small, manageable house in England that doesn't require much housework, which is just as well because in between races I rush around cleaning and washing and answering accumulated mail, and then it's time to turn around and pack for the next Grand Prix! So no children, but no regrets either".

It's a similar life style for **Agnes Carlier**, who's Manager of International Press Relations for Philip Morris, but with the added complication that she's based in Lausanne, Switzerland, while her husband lives in Paris. Fortunately, Renaud happens to be a motor racing journalist and if the two miss out on some homelife together, they tend to catch up on race weekends. "Anyway", says Agnes with a smile, "Lausanne and Paris are only three hours apart". Agnes is responsible for the public relations and publicity for the Marlboro World Championship Team and Marlboro Grand Prix sponsorship in general. She travels to all the races, usually days ahead of the event, bringing with her the tons of material which Marlboro supplies to the press: Photographs, press releases, driver profiles, race statistics – right down to the ear plugs, ticket holders, stickers and pens on ropes.

She copes calmly with the endless requests from the media, in three or four languages, organising direct access to teams and drivers, producing up-to-the-



Pic: Ruth Starke

minute race bulletins after each qualifying and practice session and organising press conferences to familiarise local press with drivers. And that's just for starters. She also looks after visiting VIPs, keeps an eye on the Marlboro Hospitality Home in the paddock, arranges special dinners and receptions at the races and keeps in touch with the motoring media around the world on a regular basis.

She's held the job for the past four years and was previously Public Relations Officer for the French Government's Minister of Sport. Her interest in motor racing and flair for languages made her ideal for her present position. The line-up of drivers in the Marlboro World Championship Team is an impressive one, with names like Prost and Alboreto heading the list, but also includes up-and-coming drivers such as Alessandro Nannini and Ivan Capelli. How does Marlboro choose the drivers to wear that prestigious sponsorship badge? "Marlboro in the various countries actually make the selection or recommendation," explains Agnes. "They keep a close watch on F2 and F3 for young drivers who show exceptional talent and a certain quality – professionalism, the ability to relate well to the press and public. One of our latest team members is Adrian Campos who was recommended by Marlboro Spain".

Obviously, Agnes' job is a lot easier if a Grand Prix is well organised and efficiently run. In this respect, Australia gets top marks. "Adelaide was so good, the organisers and, in fact, the whole city, had such a positive attitude. They all wanted the Grand Prix to be a great success and it was. Nobody knew what to expect and we were all so surprised and overwhelmed. Nothing was too much trouble and people were so friendly. Each time I have enjoyed it very much and I know all the teams feel the same. I also like it because, being at the end of the racing calendar, we have free time to do a little sightseeing, which is not usually the case in Europe. Last year, Renaud and I hired a car and explored the Flinders Ranges and also visited a lot of wineries, and it was wonderful to see more of a country than just a hotel and a race circuit".

If Adelaide is a favourite Grand Prix, what's at the other end of the scale? A pained expression crosses Agnes' face. "Well, so far this season I have hated Belgium the most. It was very bad weather, everything was unprepared, gates that should have been open were locked, that sort of thing. Also, there was a lot of political infighting among FISA, FOCA and the Belgian organisers. Everybody seemed to be fighting! Even drivers lost their tempers – I think Nigel



Photo: Ruth Starke

Mansell was not the only one. If you remember, he attacked Ayrton Senna and had to be dragged away. There was also a big fight between photographers and police. It was just a bad-tempered Grand Prix.

The worst GP for me to work in is Monaco. That might sound strange because it is such a glamorous image, but that is what attracts the VIPs and it is part of my job to look after them, as well as the press. And everything is so far apart! For instance, the media centre is a long, long way from the circuit. So I set up a mini press centre in the pits with a FAX machine and I fax all the information across town to the media centre".

And if you think that organising parties for stars, VIPs and Grand Prix drivers sounds like fun, Agnes will tell you that the headaches sometimes outweigh the attractions.

"At the last Monaco GP, I helped organise a very big dinner party in the Salle des Etoiles of Monte Carlo's "Sporting D'Ete". A famous Italian film director was a special guest. Now, I always take a lot of time planning the seating at such functions because you have to consider the different languages people speak, and you don't want all the French, for example, sitting together. So it took a long time to plan and then this film director walked in and completely reorganised all the seating to suit himself and it was a big headache for me... but I should be getting used to it now!"

Agnes looks as if she could cope with anything, from egotistical film directors to demanding foreign journalists. She loves her job and does it superbly. I ask her if she ever forces a time when the constant travel, the endless succession of hotel rooms and the pressure will persuade her to give up life in the fast lane and settle down in one spot and she looks amazed. "I think life for me then would be very dull".

If the classic picture of the Grand Prix driver's girlfriend is, as has been deep tan and a vague European accent, then Katherine Valentin from Belgium fills the role to perfection. The current girlfriend of Nelson Piquet, Katherine she is frequently seen in telecasts so closely in the Williams pit or at press conferences. After Nelson's win at Hungary, it was Williams' motorhome with the 2 enormous porcelain trophies, while Nelson was interviewed in the media centre. "Well, I try to find things to do to help him. I look after his food – make sure his meals are ready and that he has his favourite things to eat. If some people

Left: Patricia Boutsen

want to speak to him, they sometimes come to me to try and make appointments with him. I try to keep busy. I am trying to find some work to do next year, maybe in public relations or something, so I don't have to just hang about".

Unfortunately, "hanging about" is what wives and girlfriends spend a lot of time doing. If you're not actively involved in any aspect of the business and you've been to umpteen races and the thrill has worn off, a Grand Prix circuit can be a very boring place to be.

"Yes, I am on my own a lot", Katherine admits, "but I don't mind to be alone sometimes, better than to be in a place crowded with people. I mean, here at the circuit it is crowded too, but I can be on my own, be by myself. Sometimes I prefer to sit in a motorhome by myself".

Katherine met Nelson at a race last year when she was doing promotional work for Hugo Boss, the big German fashion house who sponsors so many of the drivers, and has been with him more or less ever since. They live in Monte Carlo and she is seemingly unconcerned about the fact that Nelson's previous longterm girlfriend, Sylvia (by whom he has a 2 year old son, also called Nelson) lives not far away and they are still very close. Sylvia, in fact, accompanied him to the 1986 Australian Grand Prix. "Nelson loves his son and, of course, wants to see him and be with him as much as he can. Why should I mind?"

Indeed, life has its compensations. Among them, 5 cars, a private jet and a new 34 metre yacht which is nearing completion, although taking longer than anticipated. Work has been in progress for nearly a year and Katherine doubted it would be ready for cruising around some of the islands of Australia's tropical north after the Grand Prix. Money is obviously not a problem. Time is

"Oh, I would love to come to Adelaide, everyone says they have so much fun there. But we never stay long anywhere" – and she pulls a face – "always rushing off after a race!"

She has a few friends among the other drivers' wives, is on chatty terms with many of the team personnel and often occupies herself in the pits by taken Nelson's lap times, or photographing him. The rest of the hours are whiled away in and around the motorhome, visiting friends, sitting in on Nelson's interviews and generally just going where he goes. With a man like Nelson, life would seldom be dull, but probably not very permanent. "He's a very nice guy, very friendly, and we get along well together. Sure he has his faults like any human being, but when you love somebody you live with their faults. As to the future – that's a very difficult question. Sometimes I try to imagine it, we have talked about it a little but it's very difficult to say – anything can happen!"

Someone very confident of the future is Patricia Boutsen, a vivacious blonde who is married to Belgian driver Thierry Boutsen. Not one to be seduced by the glamour of the Grand Prix – she's known Thierry too long for that. "We were neighbours since I was 14 years old so I have known him for exactly half my life – long, long before his Formula 1 days. He's a very, very quiet person who is always the same, very easygoing, the same on and off the track". The couple have been married for three years, although they lived together for a number of years before marriage and currently live in a small one-bedroomed apartment in Monte Carlo that Patricia has decorated.

"I enjoy living in Monte Carlo although it does take some getting used to. It is very central for all the European races and a lot of other drivers live there. But we don't see each other too much because we already see each other at the circuit and enough is enough! But I would say our particular friends include Ayrton Senna, Derek Warwick and his wife and Nelson and his girlfriend". Ayrton and Thierry are both involved in the hobby of model aeroplanes, an interest they pursue in Adelaide, where a mutual friend manufactures the planes and this year intends taking them to Waikerie for single-seater gliding. While they're doing this, Patricia and Rhonda Warwick will probably be exploring the local boutiques. Last year they were very impressed with Australian fashion and bought several outfits.

"Fashion is something I am really very interested in and if I weren't so involved in Thierry's career I would like to take up fashion designing, particularly

working in suede and leather. The Australian outfits I bought there were very, very nice. I think they have excellent designers and sewers there". Patricia has always been involved in her husband's racing career, doing her stint in pit lane with the stop watch and lap charts in the early Formula days. "With Formula 1 that has all finished now, but I try to help as much as I can with his personal sponsors, attracting them, promoting them, looking after them. And I answer correspondence, arrange appointments and interviews with Thierry, try and see that he gets some peace and quiet at times. At the circuit, I am always there during both practice and race because I'm too scared not to be – I'm less anxious if I'm actually there watching Thierry than if I were home or sitting in the motorhome. I prefer to be there and know what is going on. But it is not too bad these days, I suppose I am more used to it". If a wife ever gets used to the fact that her husband almost daily puts his life at risk.

"Most drivers have had a least two or three accidents. Thierry has had two. The worst was at Le Mans. Something broke on the car and because it is a very quick circuit, the car was completely destroyed. It looked terrible, my heart stopped, but Thierry was okay. I felt very, very bad and I thought he was lucky to escape so easily. I tell myself that fate is something you cannot control, so that when your time is up, that's it, you cannot change it so try not to worry".

There are lesser worries, of course, when one is married to a goodlooking and famous Grand Prix driver and make no mistake, Thierry Boutsen is famous in Europe and very famous in Belgium. What about all the GP groupies? "Actually, I was saying only yesterday that since Thierry started in F1 four years ago, you don't see so many of these girls hanging around the circuits. There are always a few, of course, but the numbers are much less than before. The security is stronger and also F1 racing is very, very serious now and I think that the drivers have no time anymore, they just have to concentrate on their cars and their driving. They work very long and very late and besides, a lot of their wives come with them to races so there is no problem!" Or opportunity. She doesn't say the words but her smile does.

Children have been consciously postponed – a familiar story among many drivers and wives. It's a difficult lifestyle in which to incorporate children and most prefer to remain childless, or to establish themselves more securely at the top before starting a family.

"We don't have any children now because for us it is too difficult. I think we are too used to being together, just

the two of us. It's not a question of age or anything like that. We both want children, but later on, when the time is right and we are ready, we will".

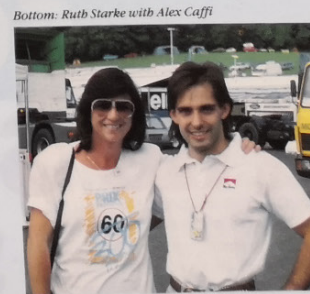
She is looking forward to returning to Adelaide. "It was a fantastic Grand Prix because the organisers had done everything so well and they were very, very kind. Everything was ready and it was lovely to be there". She'd also like to see more of the country. Last year, the Boutsens spent some time in Sydney and, together with Ayrton Senna, stopped off in Mauritius for a spot of water-skiing. "This is something we have all taken up and find very interesting, so each year we try to arrange a little holiday, before going to Adelaide, to do some water-skiing". I tell her that the River Murray, close to Adelaide and with wonderful houseboat accommodation, has some of the best water-skiing in the world. "Really? Then for sure I am looking forward to coming back."



Liz Brundle



Top: Marlboro P.R. lady



Bottom: Ruth Starke with Alex Caffi

BY PETER CLIFFORD

It was bound to be a tough season, the longest ever, with a schedule of sixteen Grands Prix. Even after the Belgian Grand Prix was cancelled because vital safety work had not been carried out on the circuit, the year was still the most testing in motor cycle history and it started at the current heart of motor cycling, Japan, where the vast majority of machines are made and an Australian is a household hero.

Wayne Gardner had become famous in Japan for his numerous victories riding factory Hondas as he commuted between Europe and Japan, fitting in as many races for Honda as he could between Grand Prix commitments. It made him the factory's favourite son, but for '87 Gardner decided that all the commuting would stop. The Grand Prix schedule would be tough enough on its own and nothing must be allowed to detract from his chances of winning the World Championship.

Through the 1986 season it had been obvious that Gardner was doing battle with an inferior machine. His factory Rothmans Honda was a touch slower and a good deal harder to ride than the Yamahas of Eddie Lawson and Randy Mamola. Gardner still fought all the way and rode the V-four so hard and had so many frightening slides that it often seemed a miracle he stayed aboard.

The factory Honda had been built around the requirements of triple champion Freddie Spencer, but Spencer had fallen from favour with the factory and had not finished a race all through '87 because of a wrist problem. Gardner was their new star, the factory listened to his complaints about the '86 model and during the closed season built a completely new 500. Still a V-four road valve induction two stroke, it shared no common parts with the previous engine but drew on a great deal of the experience gained by the Championship-winning three cylinder engine of 1983.

The bike was an instant success and the first race of the season, the Japanese Grand Prix at Suzuka, demonstrated two things that were to be very important for the rest of the season. Firstly, Gardner and the '87 NSR Honda were very competitive, as newcomer Niall MacKenzie used one to qualify on pole position, with Gardner third behind Lawson on an only slightly updated Yamaha. Gardner was second in the race to Randy Mamola and there the second important factor came out, because in

the pouring rain the Dunlop tyres used by Mamola's Lucky Strike Yamaha team were clearly superior to the Michelins employed by Gardner and the rest of the field. Lawson pulled in and retired, finding his bike impossible to ride having chosen a different tyre pattern to Gardner.

There was no rain in Spain and at the next round Mamola suffered, using Dunlops that were as uncompetitive in the dry as they had been superior in the wet. While he struggled home sixth, the battle for the lead was a straight two-way contest between Gardner and Lawson. The Californian had qualified on pole, but the man from Woolongong was not far behind and when it came to the race he eased past the Marlboro Yamaha and pushed on at a pace that left Lawson frankly admitting that he was impressed both by the speed of the Honda and the way that Gardner rode it.

That gave Gardner the championship lead, but his great start to the season took a kick in the teeth at Hockenheim, in Germany, a couple of weeks later when the Honda let him down. Practice nearly had the rest of the paddock packing up and going home, because the Honda was so clearly faster than any of the Yamahas on the ultra high-speed circuit. Yamaha flew in new fairings and parts to try and redress the speed imbalance but it made little difference. That speed advantage had Gardner pulling away into an early commanding lead in the race, only to have an electrical problem upset the operation of the exhaust valving mechanism. The Honda slowed, and first Lawson then Mamola swept past, and Gardner rode the wheels off the Honda and almost crashed as he slipped back to finish tenth and gain a single World Championship point.

The fact that Mamola had taken the championship lead just made Gardner more determined and he was in a class of his own at Monza. He walked away from Lawson, while third went to Christian Sarron on the Sonauto Gauloises Yamaha after a last lap collision between Mamola and Rob McElnea on the second Marlboro Yamaha. Mamola fell, while McElnea recovered to finish fourth, better than he had done to that point after crashing in practice in Japan and in the race in Spain.

By this time Gardner was admitting that he was enjoying his speed advantage of his Rothmans Honda. "When I see a Yamaha I just wait for a straight and blast past them to remind them how I felt last year".

Back in the Championship lead, Gardner might have decided to ride a tactical race in Austria round the high-speed curves of the Salzburgring, a circuit which he dislikes as too dangerous, but the racer in him produced another win after a lengthy battle with Mamola

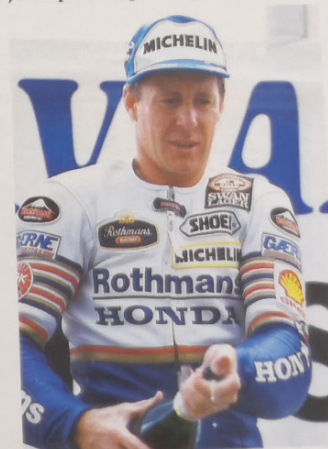


Eddie Lawson took first spot at the British GP. PICTURE: SIPA SPORTLIVE ACTION

and MacKenzie. Lawson's Yamaha quit on lap one with ignition problems and Mamola began to emerge as a more consistent threat, as Dunlop were improving their product all the time and Mamola was gaining confidence, particularly in the front tyre.

For the first time since practice in Japan, MacKenzie looked a possible winner and mixed it with Gardner and Mamola for much of the race, before easing off to take third as his front Michelin, that he had been pushing so hard, began to show signs of wear.

MacKenzie crashed in practice a week later in Yugoslavia and that put a dent in his season, thanks to a broken ankle. McElnea broke a finger, but he raced, only to fall again. The race was a three way clash again, but this time it was Lawson who joined Mamola in harrying Gardner. Both Californians tried and tried everything, but it was still Gardner who had the upper hand and just opened up enough of a lead to



Australia's Wayne Gardner at the British GP where he came second. PICTURE: SIPA SPORTLIVE ACTION

prevent Mamola from attempting a last lap passing manoeuvre. Lawson had already given up the chase and once more voiced his complaint of the season, and that concerned the carburation. Since Yamaha first produced the V-four in '84 they had suffered from carburation problems and Lawson said that no matter how much work was done, in practice it was down to luck and the slightest change in the weather as to how the bike performed in the race.

The European summer is unpredictable and the next two races were wet. Gardner could not win in the rain but he still defended his championship lead well, with second in Holland behind Lawson after Mamola had run off the track. Gardner had been fastest in dry practice, but the sensation was fellow Australian, Kevin Magee, taking a break from his commitments with the Australian Marlboro Yamaha team to ride a bike supplied by Kenny Roberts.

It was Magee's second Grand Prix and only his fifth meeting on a 500. He had made his GP debut at Suzuka but though fast, had crashed twice in practice and then again in the race. He was more in control and impressive at Assen and would have done well in the race, but lack of experience in the wet left him struggling with the appalling visibility and he finished tenth.

The Dutch GP at Assen produced another fine ride from Ron Haslam, who was fifth behind Rob McElnea after going straight on at one point. He was third in Spain and Germany and fourth in Austria and Yugoslavia, but his points scoring ability was to be hindered for the rest of the season by the development of the Elf 4 experimental machine. Haslam was committed to race the revolutionary bike, with swinging arm front suspension, as soon as it was ready, after scoring consistently on his standard works NSR500 Honda. The NSR is used by Gardner and MacKenzie and the Elf uses the same engine, but with very special cycle parts, and even though Haslam did not race the new bike until the Czechoslovak Grand Prix he had started spending a great deal of time in practice testing the bike and that detracted from his race performances on the NSR.

Le Mans was just as wet for the French Grand Prix as Assen had been and Mamola totally dominated the race. Lawson crashed on lap two when the front wheel of the Marlboro Yamaha slipped away, and though Gardner was obviously suffering dire rear wheel spin and had the Rothmans Honda sideways on several occasions he held fourth behind young Italian, Pier Francesco Chili, one of the finds of the season, riding the three cylinder HB Honda and local hero Sarron.

500cc

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Lawson's championship chances were looking pretty sick by the time the circus got to Donington for the British Grand Prix, but he demonstrated that he had no intention of giving up, with a great demonstration in pleasant sunshine. Freddie Spencer succeeded in starting in his first GP of the season, after three times being injured before he could get to the grid, and he led for the opening laps before a mysterious error or mechanical failure made him run wide and then retire. Spencer has had so many strange problems in his career that no-one quite knows what to think anymore when he pulls in and says that the bike seized. Honda later stated that the rear brake had locked on, but inside information suggested that there was nothing wrong with the bike.

Gardner chased Lawson hard and once got alongside, but having chosen the wrong rear tyre, the Australian was having trouble getting on the power and could not get in front of the Marlboro Yamaha. Mamola had got in front of Gardner at one point, but he could not catch Lawson either, and with a swollen forearm hindering his braking he dropped back to third.

As the teams raced off to Sweden by boat and road for the following weekend's race at Anderstorp, Gardner headed the table with 105 points to Mamola's 91 and Lawson's 79. It was a handsome advantage, but with nine races gone and six remaining there were still 90 points at stake for the rider who won every race and Lawson knew he had to carry on winning.

Gardner was back on form in Sweden though, and it was Lawson who had tyre troubles and had to take things very carefully for the first ten laps. "The front wheel just kept tucking under, and until the fuel load got lighter and the tyre warmed up I just had to go slow". By that time Gardner was long gone and Lawson could only finish second ahead of Mamola and McElnea.

It was the same story in Czechoslovakia and Gardner wracked up another fifteen points and was aided by the fact that nearest rival, Mamola, made a mistake and took to a slip road, finally finishing four behind Lawson and Marlboro team-mate, Tadahiko Taira. The Japanese rider was having a variable season, but after setting the fastest lap of the race, following a disastrous

start at Donington, he was finding his best form as the season ran towards its close.

Dunlop had come up with a new rear tyre for Mamola to use in Czechoslovakia and even though there was only a week before the next race at Misano, the San Marino GP, a modified version was prepared and that proved just ideal.

The Hondas all proved very much less than ideal for Misano, and Spencer actually complained that the power band was too wide. The race was between Mamola and Lawson, while Gardner had to use all his aggression to get past Taira to take second. Lawson pressed Mamola hard, but with his rear tyre giving up, the reigning champion had to ease off and let Mamola win his first race in the dry for several years.

Gardner was disappointed with the way things went at Misano and the next race, the Portuguese Grand Prix held in Spain at the tight Jarama circuit on the outskirts of Madrid, was almost a disaster. Mamola stole pole position ahead of Gardner and Lawson, with Magee getting his third GP ride and qualifying fifth behind Sarron.

The race was another great three-way battle between Mamola, Lawson and Gardner, but the two Yamahas had the upper hand and then Gardner's Honda started to give trouble. His temperature gauge was reading high, around 80, but that must have been false because the engine was losing water, and as it did so it lost revs and refused to carburete from low down. "I was lucky to finish", said Gardner later, "it lost most of the water and seized on two cylinders, it would not have done a couple more laps."

Fortunately for Gardner, his closest rival in the championship, Mamola, ran off the track when he made a braking error chasing Lawson, who then won comfortably. Magee caught and passed Gardner as he slowed, and then Mamola fought his way back after regaining the circuit. Gardner was pushed to fourth and, riding to orders, Magee eased his pace to let Mamola through to second.

Gardner left for the final two races in South America knowing that he should win the title, with a 17 point lead over Mamola and 23 over Lawson, but he could not afford any technical hiccups like those at Hockenheim and Jarama.

Magee's third place in the Portuguese Grand Prix confirmed his position as the most wanted man for '88. He had raced on machinery supplied by Lucky Strike team, Roberts, but without the sponsor's name on the machinery because of his Australian tie-up with Marlboro. Roberts wants to keep him in the team for '88, but Lucky Strike required that the riders be American, and a possible deal with Fosters to supply the required funds seems to be going sour.

Whatever the outcome of the '87 Championship and the closed season negotiations it seems that Gardner will not be the lone Australian on the '88 title trail. Magee is arguably more impressive than Gardner was when he first went GP racing and the pair are well capable of ending America's domination of the 500cc World Championship. The US has won every title since '83 and all but two in the last decade.

After that decade of domination, the US have finally decided to run a Grand Prix next season, when ironically there could well be an Australian Champion. It would be sad if Australia waits that long before running a home Grand Prix.

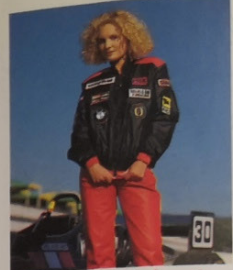


PIC: LACOMBE - SIPA SPORT/LIVE ACTION

WAYNE GARDNER
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